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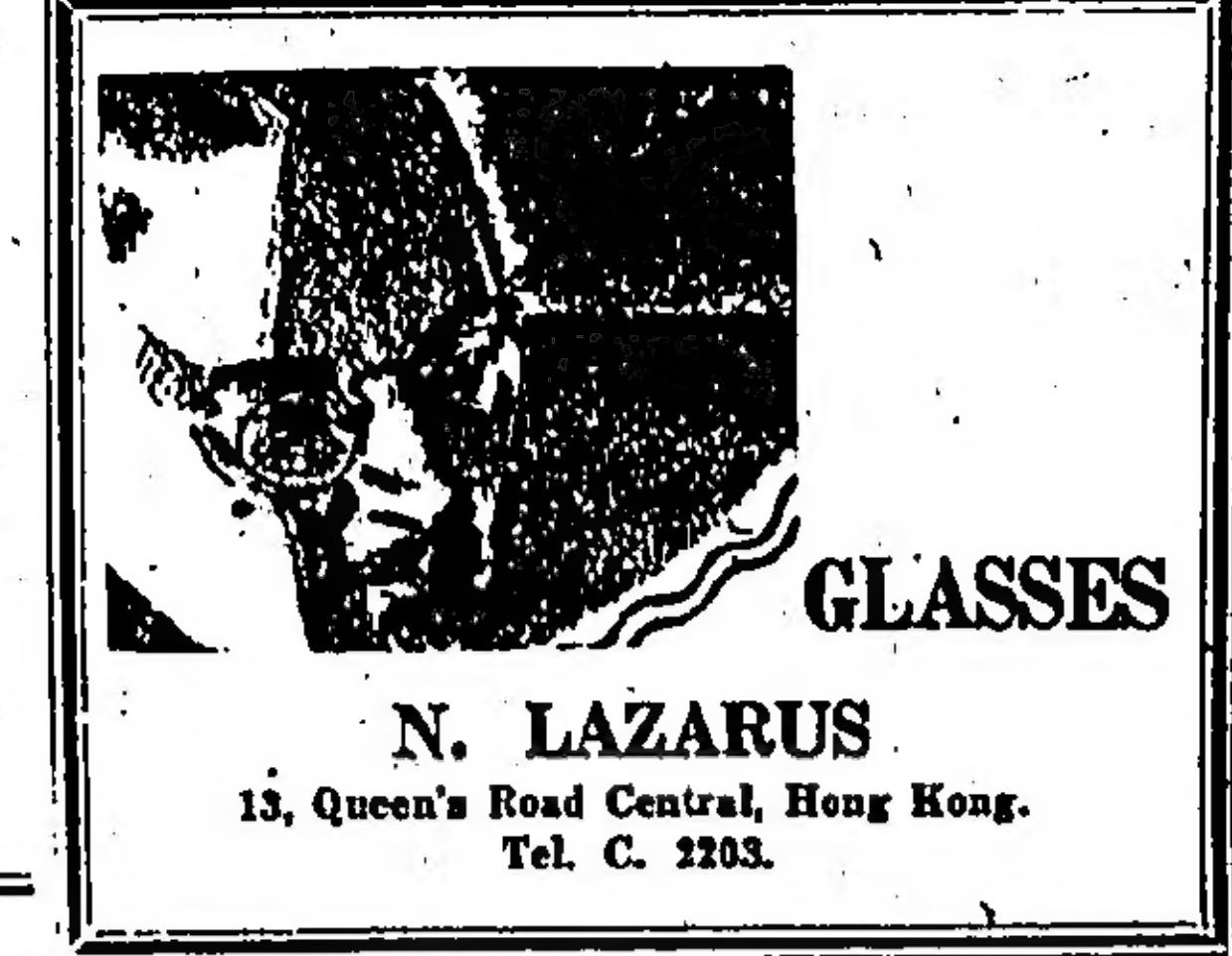
HONG KONG, THURSDAY, MARCH 6, 1930.

Library, Supreme Court

China Mail

ESTABLISHED 1845

TO-DAY'S DOLLAR.—The closing rate of the dollar on demand, to-day was 1/5 5/16.



N. LAZARUS
13, Queen's Road Central, Hong Kong.
Tel. C. 2203.

WORKERS OF THE WORLD INTERNATIONAL UN- EMPLOYED DAY

TO FIGHT HUNGER POLICE READY FOR ANGRY SCENES

Athens, Yesterday.
Communist agents have distributed manifestos inviting workmen to assemble in the Town Hall tomorrow (International Unemployed Day) to demand higher wages, and to endeavour to establish a Labour Government.

Berlin, Yesterday.
The whole of the police force has been mobilised to deal with possible disturbances to-morrow—"the international fighting day against unemployment and hunger." The Rotefahne publishes a proclamation of Communist executives in Russia, Germany and Great Britain, summoning the workers to demonstrate.

Invitation To Archbishop

Stockholm, Yesterday.
A remarkable feature of the Communist demonstrations to-morrow is that the anti-Moscow section has invited the Archbishop of Upsala to attend the meeting and discuss the anti-religious policy of the Soviets. The police have authorised three open air meetings for Moscow Communists, but have prohibited demonstrations in the street.

Meetings Banned

Paris, Yesterday.
M. Tardieu has instructed the police to ensure peace at to-morrow's communist demonstrations. Street meetings have been banned and taxi-drivers may forfeit their licences if they carry out their threat to strike.

New York, Yesterday.

Governor Whalen has warned women and children to avoid a communist demonstration. He will himself take charge of the police arrangements.

Demonstrations in America
Commissioner Whalen, head of the New York Police, has instructed the Police to carry out a policy of "free speech but no riots" as regards the Communists, who have announced their intention of organising a series of unemployment demonstrations, beginning to-morrow, and culminating in a mass convention at Chicago, to deal with the question of permanent organisation.

The Russian Socialist, Raphael Abramovitch, says the demonstrations in the United States and elsewhere in the world are planned by Stalin, "to bolster up the fallen prestige of communism" outside Russia.—Reuter's American Service.

THREE MILLION OUT OF WORK

SERIOUS POSITION IN THE UNITED STATES

PRESIDENT'S SCHEMES

Washington, Yesterday.

The White House denies reports that President Hoover is calling an unemployment conference. It is stated that every department of the Government is doing its utmost to speed up construction and relieve unemployment. It is felt that Congress is largely blame worthy if the 3,000,000 unemployed remain jobless.

It transpires that President Hoover agrees with the statement of Mr. Davis, Secretary of Labour, that the delay in passing the tariff legislation is more responsible for the creation of unemployment than any other factor, while the House of Representatives have taken no action in regard to public building schemes which President Hoover expects will provide employment for many of the workless.—Reuter's American Service.

PRICE OF TIN FALLS

Rangoon, Yesterday.
The price of tin to-day fell \$132.16-3 per ton, which is the lowest price since September, 1929. The increase in visible supplies of tin has caused a fall in the market price. The British Tin Association, which represents the British and foreign manufacturers, has issued a statement to the effect that the market price of tin is now lower than it was last year.

ANNUAL FLOWER SHOW

BOWER OF BEAUTY IN CITY HALL

SOME FINE EXHIBITS

The City Hall was transformed into a veritable bower of beauty this morning when entries in the floral classes at the Horticultural Society's annual Show began to arrive.

Entries were most gratifying, especially in the classes for plants in pots, and almost all the ground space was taken up. There were in all 145 classes, covering a wide variety of plants, flowers, and vegetables, and including nine special classes for general exhibits, open to all.

Besides this, Mr. Ho Kom-tong had a striking exhibit—not for competition—of flowers and vegetables grown by him from seeds supplied by Yates and Co., of Sydney. The exhibit was most artistically arranged, and called forth much admiration.

The classes in the Open Section, for carnations and sweet peas drew a heavy entry, some of the blooms being of a very high standard.

Early Winners

In the General Exhibits Section there were some outstanding entries in the Class devoted to one vase of cut flowers, to be judged for decorative effect. Mr. L. J. Davies had a fine exhibit of Phlox Drummondii, in the Peak Pot Plants Section, which took first prize in class 51, and was much admired. Indeed, considering the vagaries of the weather recently, the exhibits reached a high standard.

Major-General Sandilands took first prize in Section 1, Class 5, for three pots of annuals or plants raised from seed the same season, Mrs. Ho Kom-tong being a close second. Mr. Taggart, Major-General Sandilands, Mrs. Ho Kom-tong, and Mr. L. J. Davies were amongst the earlier prize-winners, whilst Mrs. Ho Fook carried off the Challenge Cup for Section 1 with a fine exhibit of Stocks. In Section 4, Vegetables, Peak Gardens only, Mr. L. J. Davies took the Challenge cup with his exhibit of Leeks in Class 102. He also had a fine exhibit in the class for a collection of vegetables, which took first, Mr. R. M. Dyer being second. Mr. Davies took no less than eight firsts and four seconds. In this section alone, besides his successes in the others.

Lady Ho Tung took the Challenge Cup in Section 3, Vegetables—Open; and the Cup for Cut Flowers—Open, went to Mr. G. Potts, who showed some exquisite carnations. There was no award made this year in the Cut Flowers (Peak Section).

Mr. R. E. Macdougall took the Challenge Cup in Section 2.

The first prize for one vase of Cut Flowers in the General Exhibits Section went to an exhibit by Mrs. A. C. Hynes, and that for a basket of Cut Flowers for children under 10 years, set up by the exhibitor without aid, to Margaret E. Hoare, aged seven years.

The staging of the Show at the City Hall met with general approval, the arrangements made being in every sense efficient.

The Officials

Officials of the Society, who assisted in the organisation of the Show, were Mrs. R. M. Dyer (President), Mrs. R. E. Hoare, Lieutenant-Colonel T. A. Robertson, Messrs. T. E. Bagram, J. P. Robinson, H. Green (of the Botanical Department), H. E. L. Dowbiggin, F. W. Stapleton, Ho Kom-tong, and Ho Leung, together with Messrs. J. A. H. Plummer, and A. Tee (Joint Secretaries).

Mrs. Southorn is to distribute the awards at 6.30 p.m. The Championship Cup had not been adjudged up to the time of going to press.

Judges for the exhibits were Mrs. Hoare, Mrs. Danby, Lieutenant-Colonel T. A. Robertson, and Messrs. H. E. L. Dowbiggin, J. P. Robinson, and H. Green.

JUNK IN COLLISION

A collision between a junk and the Japanese steamer Taro has been reported to the Police. The collision, according to the junk master, Kwok Ing, occurred at 11.30 a.m. on Monday morning. The junk was en route to a small port when it was not able to pass through the narrow channel.

CHINESE IN MALAYA

SIR C. CLEMENTI AND KUOMINTANG

ACTION QUERIED

DISCUSSION IN HOUSE OF COMMONS

London, Yesterday.

In the House of Commons to-day Commander Kenworthy (Lab.) asked why the Kuomintang had been proscribed in British territories in Malaya, seeing that His Majesty's Government, in their diplomatic relationship with the Government of China, supported the Kuomintang in China, and whether other non-British residents of Malaya would be prevented from engaging in political activities connected with the parties in their own countries.

Dr. Drummond Shiels replied that the Kuomintang had not been accorded registration or other recognition as a lawful society in Malaya, but it had not been found necessary to take active steps for its suppression. The Secretary of State, in regard to his reasons recently for taking such steps.

Commander Kenworthy pointed out that the 800,000 Chinese citizens in Malaya were the most valuable section of the community. Dr. Shiels replied: "that is recognised."—Reuter.

PRINCE OF WALES NOW QUITE FIT

CONCERNED FOR REPUTATION OF KENYA

HUNTING TRIP RESUMED

Rugby, Yesterday.

Messages from Nairobi, Kenya, state that it is understood that no further bulletins regarding the Prince of Wales will be issued. It is anticipated that he will be completely fit again in a few days. His rapid recovery indicates the mildness of the attack of malaria, and he has decided to carry on with his plans. The Prince himself and all East Africans are concerned for the reputation of Kenya, which may have suffered through the reports of his illness. The high lands of Kenya form one of the healthiest and most promising parts of the Empire in Africa.

The Prince expects to leave for Uganda on Sunday. He will travel by a special train to Tororo and thence by motor car to Entebbe.

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CASE SETTLED IN COMMOTION

AMUSING INCIDENT IN SUMMARY COURT

CORK WOOD DEAL

A funny incident occurred during the sitting of the Summary Court this morning. Mr. G. S. Hugh Jones and Mr. R. A. Wadeson were engaged in a case between the Yee Woo Shun Kee firm and Messrs. P. M. Pinquet & Co.

His Honour the Chinese Judge (Mr. Justice J. R. Wood) sent his clerk out to enquire if the solicitors were prepared to go on with the case and, on receiving a reply in the affirmative, His Honour came on the Bench.

Mr. Wadeson, who appeared for the plaintiff, began to outline his case, and when he was about half way through a commotion was heard in the corridor.

A Novel Settlement

His Honour sent his clerk out to stop the noise, when the plaintiff came

LADY SIMON REBUKED

NO CHILD SLAVERY IN CEYLON

ONLY ADOPTION

COLONIAL OFFICE TO ENQUIRE

London, Yesterday.

In the House of Lords, to-day Lord Templeton asked what steps the Government were taking to stop the alleged child slavery in Ceylon.

Lord Passfield replied that there was no foundation for the suggestion that any system of child slavery existed in Ceylon.

Used as Servants

Lord Passfield added that the traditional practice of well-to-do Cingalese of adopting poor children was formerly unobjectionable, but latterly it had been used as a means of obtaining domestic servants gratis.

The Ceylon Government were spontaneously introducing a Bill of Legislature with a view to stopping the abuses, and a Child Protection Society has recently been formed in Colombo.

Lord Passfield added that no abuses were found to exist on plantations. The Colonial Office intended to watch the matter.

Replies to Lord Oliver, Lord Passfield promised to enquire whether a similar system existed in other colonies.—Reuter.

STOP PRESS

London, Yesterday.

The death has occurred of Viscount Gladstone.

Mrs. Pearl Demarest, a typist attached to the American Naval delegation, fell from a window of the Mayfair Hotel early this morning. She was removed to hospital, where she is in a critical condition. She is 30 years of age.—Reuter.

Washington, Yesterday.
President Hoover has asked Congress to grant \$150,000 to meet the expenses of the Naval Delegation in London, in addition to the \$200,000 originally voted.

Replies to Lord Oliver, Lord Passfield promised to enquire whether a similar system existed in other colonies.—Reuter.

Washington, Yesterday.
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STORM HORRORS OF FRENCH FLOODS

CEMETERIES SCOOPED OUT AND BODIES SWEEP AWAY

APPALLING DESOLATION

Toulouse, Yesterday.

Seventy coffins have been ordered by the Prefect of Tarnet Garonne, in the grim circumstances of the floods subsiding and the waters revealing the appalling desolation of ruined houses, compelling people to return to improvised shelters. The Town of Villemur is one mass of heaped masonry, and the Town of Reynes is almost totally destroyed. Fourteen deads were caused by the torrents which descended on the Carcassonne area and scooped out cemeteries and carried the coffins down the river.—Reuter.

Vote from Parliament

Paris, Yesterday.

The Council of Ministers has decided to ask Parliament to vote thirty million francs for the relief of sufferers from the floods.

A moratorium for debts will immediately be established in the devastated departments.—Reuter.

300 Perished Famed

Toulous, Later.

It is now feared that at least 300 have perished in the floods. Over 1,000 buildings have collapsed and scores of bodies are buried in the ruins, one hundred and fifty people were killed in Montauban alone. Rescue parties, aided by aeroplanes are working heroically to save the marooned victims.—Reuter.

Rainfall

Rainfall to 10 a.m. to-day, 0.74 inch. Rainfall since January 1. 4.65 inches, against an average of 3.47 inches.

Temperature and Humidity

The temperature and humidity at certain specified centres this morning at 6 o'clock were:

Temp. Humid.

Hong Kong 53 82
Macao 46 89
Pratas Island 70 91
Manila 66 88
Amoy 52 93
Swatow 50 93
Chefoo 28 88
Shanghai 48 97

Geneva, Yesterday.

'Phone C. 22
FOR
CLASSIFIED
ADVERTISING

Twenty-five words three insertions prepaid \$1. Every additional word four cents for three insertions.
All replies under this heading must be called for.

WANTED

WANTED:—First class Salesmen to sell on liberal commissions novel, effective and attractive Portable Neon window display signs with interchangeable mount. Signs on sight! Cost within reach of all. Also to canvas for other Neon signs. Apply to China Neonlite Company, 68 Queen's Road Central.

POSITION WANTED

ENGLISH GIRL sailing with her family in Macedonia on March 1 would like to get in touch with lady who needs help on voyage with children.—Apply Telephone Kowloon 1399.

FOR SALE

FOR SALE.—Armstrong-Siddeley Eton Special Saloon, Late 1928 Model, 20 h.p., 6-cylinder. In Excellent condition. Apply Box No. 640, c/o "China Mail."

FOR SALE—Banjo, "Clifford Essex" G. Genuine Autographed Model. Unused. Original Nicholls painting on Vellum. Cost \$125. Sell \$80 or offer, with Case and Tuter. Apply Box No. 637, c/o "China Mail."

TO LET

TO LET.—No. 5, Dragon Terrace, Causeway Bay, 1st, 2nd and 3rd floors. Each flat has three bed rooms, dining room, servants' quarters, kitchen, bath room, and water closets. Suitable for Europeans. Apply Clark & Co., 10, Des Voeux Road C.

GODOWN TO LET.

A GODOWN at Whitfield Road consisting about 2,600 sq. ft. next to Kwong Sang Hong Glass Factory. Please apply to Kwong Sang Hong, Ltd.

HOME TUITION.

WESTOVER—STEVENAGE. Within an hour from London. In healthy neighbourhood. SCHOOL for GIRLS and SMALL BOYS. A few Boarders received in the House of the Principal. Individual care and attention. For Particulars apply to:

MISS RUTH CULLEY
(Camb. Higher Local).
(Camb. Teachers' Diploma).

MISS GERTRUDE TURNER
(National Frodel Higher Certificate.)

MISCELLANEOUS

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Pedder Bldg., 1st floor, Room 5
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Opposite entrance H.K. Hotel.

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Developing, Printing and
Enlarging.

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Price Moderate.

A Trial Order is Solicited.
A. SEK & CO.
Tel. No. C. 3459.
26A, Des Voeux Road C,
Hong Kong.

UNCLAIMED TELEGRAMS.
THE GREAT NORTHERN
TELEGRAPH CO., LTD.,
OF DENMARK

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:—
Cement, from Kobe.
Makarins, Seamen's Institute, from Shanghai.

E. V. JESSEN,
Superintendent
Hong Kong, March 5, 1930.

PUBLIC AUCTIONS.

G. R.
PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 10th day of March, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Wong Nei Chung, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Boundary Measurements.	Annual Rental.	Upset Price.
		N. S. E. W.	Sq. Feet.	\$
1	Ind. Lot No. 300.	As per sale plan.	5,600	13,115
	Adjoining Land Lot No. 299.			

G. R.
PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 10th day of March, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land near Prince Edward Road, Kowloon, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Boundary Measurements.	Annual Rental.	Upset Price.
		N. S. E. W.	Sq. Feet.	\$
2	Lot No. 300.	As per sale plan.	7,000	17,500
	New Prince Edward Road Top.			

G. R.
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PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 10th day of March, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshui Po, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Boundary Measurements.	Annual Rental.	Upset Price.
		N. S. E. W.	Sq. Feet.	\$
3	New Kowloon Island Lot No. 300.	As per sale plan.	5,600	13,115
	Junction of Chung Hau Road and New Kowloon Island Road.			

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PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Boundary Measurements.	Annual Rental.	Upset Price.
		N. S. E. W.	Sq. Feet.	\$
4	Ind. Lot No. 300.	As per sale plan.	2,600	6,500
	Opposite New Kowloon Island Road.			

NOTICES.

NOTICES.

G. R.
PUBLIC WORKS DEPARTMENT.

N. S. 81.—IT IS HEREBY NOTIFIED that SEALED TENDERS in Triplicate, which should be clearly marked "TENDER FOR QUARRY," will be received at the Colonial Secretary's Office until Noon of MONDAY, the 17th day of March, 1930, for the occupation for a period ending 31st December, 1931, from the date of notification of acceptance of tender, of any or either of the pieces or parcels of ground referred to in the schedule hereunder, shown coloured red on plan signed by the Director of Public Works and dated 21st February, 1930, but subject to certain conditions which can be ascertained at the office of the Director of Public Works.

Each tender must be accompanied by a receipt to the effect that Tenderer has deposited in the Colonial Treasury a sum of \$100 in respect of any quarry as a pledge of the bona fides of his offer, which sum shall be forfeited to the Crown, if the Tenderer refuses to carry out his tender and comply with the conditions, should the tender be accepted.

Form of tender and further particulars can be obtained from the office of the Director of Public Works.

The Government does not bind itself to accept the highest or any tender.

SCHEDULE REFERRED TO ABOVE

Quarry No.	Locality.	Area in Acres.	Fee.
Kowloon No. 12	Tai Kok Tsui	1.40	\$450
Kowloon No. 13	"	1.10	\$700
Kowloon No. 14	"	1.70	\$575

HAROLD T. CREASY,
Director of Public Works.

28th February, 1930.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions

THE Undersigned have received instructions to sell by Public Auction

ON

FRIDAY, March 7, 1930,
commencing at 10.30 a.m.,
at Sailors' Home (West Point).

A Quantity of
VALUABLE HOUSEHOLD
FURNITURE.

Comprising:—
Iron Beds, Tables, Chairs, Sideboards, Dressing Tables, Benches, Pictures, Cooking Stove, etc.

also
A Quantity of Porcelain Wash Basins, One Piano, One Hot Water System,

and
One Billiard Table.

On View from Thursday, March 6, 1930.

Terms:—Cash on Delivery.
LAMMERT BROS.
Auctioneers.

Hong Kong, 19th Feb., 1930.

THE HONG KONG ELECTRIC
CO., LTD.

NOTICE IS HEREBY GIVEN

that the FORTY-FIRST ORDINARY GENERAL MEETING

will be held at the Company's

Office, P. & O. Building, on

WEDNESDAY, 12th March, 1930,

at 11 a.m., for the purpose of

presenting the Report of the

Directors together with a State-

ment of Accounts to 31st December, 1929, and electing Directors and Auditors.

The REGISTER of MEMBERS of the Company will be CLOSED from 28th February, 1930 to 12th March, 1930, both days inclusive, during which period no Transfer of Shares can be registered.

By Order of the Board of

Directors,

GIBB, LIVINGSTON & CO., LTD.

Agents.

Hong Kong, 19th Feb., 1930.

THE DAIRY FARM ICE & COLD
STORAGE COMPANY
LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY FIFTH ANNUAL GENERAL MEETING of SHAREHOLDERS will be held in the Offices of Messrs. Dodwell & Company, Limited, on MONDAY, the 10th March, 1930, at 11 a.m., for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 31st December, 1929, and electing Directors and Auditors.

The TRANSFER BOOKS of the

Company will be CLOSED from

the 4th to the 14th March, 1930,

both days inclusive.

By Order of the Board of

Directors,

J. D. THOMSON.

Acting Secretary.

Hong Kong, 25th Feb., 1930.

GREEN ISLAND CEMENT
CO., LTD.

NOTICE IS HEREBY GIVEN

that the 41ST ORDINARY

ANNUAL MEETING of Share-

holders will be held at the offices



LLOYD TRIESTINO

FORTNIGHTLY PASSENGER AND FREIGHT SERVICE FOR
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Taking cargo on through Bills of Lading to Flume, Genoa, All Italian, Adriatic, Levant, Black Sea and Danube Ports. Taking passengers to London Overland via Brindisi, Venice or Trieste

NEXT SAILINGS FROM HONG KONG

	For Shanghai & Japan	For Singapore & Europe	
M.V. "ESQUILINO"		Mar. 7	
*M.V. "COL DI LANA"		Mar. 20	
M.V. "ROMOLO"		Apr. 10	
*S.S. "FIUME"	Mar. 19	Apr. 26	
S.S. "VENEZIA"	Apr. 2	May 11	

*Cargo steamers only.

All dates are subject to alteration without notice.

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QUEEN'S BUILDING, DODWELL & CO., LTD., Agents.
Tel. C. 1030.



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FROM £83 TO £120 ON SALE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
TAIYO MARU Sunday, 9th March.
TENYO MARU Wednesday, 2nd April.
SEATTLE, VICTORIA via Shanghai & Japan Ports.
YOKOHAMA MARU Tuesday, 11th March.
MISHIMA MARU Friday, 4th April.
LONDON, MARSEILLE, ANTWERP, ROTTERDAM via
Singapore, Penang, Colombo, Suez.
HARUNA MARU Saturday, 6th March.
KAMO MARU Saturday, 22nd March.
SYDNEY & MELBOURNE via Manila & Ports.
TANGO MARU Wednesday, 26th March.
AKI MARU Wednesday, 23rd April.
BOMBAY via Singapore, Penang, & Colombo.
SADO MARU Monday, 11th March.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
Mexico & Panama.
GINYO MARU Saturday, 5th April.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
KAWACHI MARU Monday, 10th March.
NEW YORK, BOSTON via Panama.
† TAKETOY MARU Friday, 14th March.
† MAYEBASHI MARU Wednesday, 19th March.
LIVERPOOL via Port Said, Constantinople, Genoa.
† LYONS MARU Thursday, 20th March.
CALCUTTA via Singapore, Penang & Rangoon.
† HAKODATE MARU Sunday, 9th March.
SHANGHAI, KOBE & YOKOHAMA.
† RANGOON MARU (Kobe direct). Wednesday, 12th March.
† MATSUYE MARU Wednesday, 12th March.
KASHIMA MARU Monday, 17th March.
† Cargo only.

Reduced 1st Class Excursion Rates quoted between Manila and Australia.
For further information apply to—NIPPON YUSEN KAISHA.
Tel. Central No. 292, 3821 and 3897. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore, Colombo, Suez and Port Said.
AMAZON MARU Tuesday, 18th March.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.
LAPLATA MARU Friday, 21st March.
BOMBA—Via Singapore & Colombo.
CELEBES MARU Sunday, 9th March.
MEIGEN MARU Wednesday, 16th March.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA—Via Singapore & Colombo.
CANADA MARU Monday, 31st March.
CALCUTTA—Via Singapore, Penang & Rangoon.
SUMATRA MARU Tuesday, 18th March.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from Shanghai.
ALABAMA MARU (from Shanghai) Sunday, 9th March.
MELBOURNE—Via Manila, Brisbane & Sydney.
SYDNEY MARU Thursday, 6th March.
MADRAS MARU Monday, 7th April.
HAIPHONG—Via Hothow & Pakhoi.
MENADO MARU Friday, 7th March, 10 a.m.
NEW YORK—Via Japan ports, San Francisco & Panama.
JAPAN PORTS.
BORNEO MARU Saturday, 8th March.
AMUR MARU Thursday, 15th March.
KEELUNG—Via Swatow & Amoy.
HOZAN MARU Sunday, 9th March, Noon.
CANTON MARU Sunday, 16th March, Noon.
TAKAO—Via SWATOW & AMOX.
DELI MARU Thursday, 18th March, 10 a.m.
TAKAO & KEELUNG.
BOURABAYA MARU Friday, 14th March.
For further particulars please apply to—OSAKA SHOSEN KAISHA.
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SHIPPING SECTION.

DEVELOPMENT OF THE CARGO LINER

RAPID ACTION AND TRANSPORT NOW DEMANDED

THE MOTOR SHIP'S PART

The analysis of the development of the fast cargo liner brings to light a fact which has probably not been very clearly demonstrated before. The low fuel consumption of motor vessels of relatively high power, and the carriage of oil in double-bottom tanks were the chief factors in the increasing construction of cargo ships with a speed of over 14 knots; but it has, perhaps, not been understood that, prior to the beginning of this year, there were only about 70 such motor vessels in service whereas, during 1929, another 30 were added and at the present moment there are nearly 50 under construction.

This rapid growth in the employment of the fast motor cargo liner is a direct answer to those who have questioned whether the vessel of this class is really needed or is a profitable type of ship. It is quite clear that along certain routes higher speed is demanded and already it is evident that in some trades where the many 18-knot to 14-knot vessels have been employed the slower ship of 10 or 11 knots average speed is losing its power of competition and is rapidly becoming obsolete.

The situation is somewhat analogous to that which arose when the oil-engined vessel first made its appearance. At that time such ships were placed on trades where they were wholly favourable to oil-engine propulsion; but gradually, as the idea of motor vessels spread, the routes on which they were employed became extended, until to-day practically every trade service is covered by the motor ship. Fast cargo liners are at present engaged on routes where they have particular advantages and where speed is of more importance than in the average service. But this conception of higher speed will gain ground until shippers on all routes will probably demand that their goods be transported to their port of destination more rapidly than has been the case in the past.

It is, after all, but a normal development of present-day life. In every sphere more rapid action and transportation are demanded and there is no reason why the sea should be immune from this necessity. Shipowners may, perhaps, regret forces, to which they must submit. On some trades at the present time it would be utterly futile to place a 10-knot or 11-knot ship. Yet a few years ago these very routes were covered mainly by vessels of that type. Whereby the end will come not even the most experienced shipowner can suggest, but it seems clear that the slow speed steam or motor ship of the tramp class will become more and more restricted in its scope and the fast cargo liner will have an ever-widening field of activity. And in this development, judging by events of the past year, the motor ship will play a dominant part. Several owners have expressed the opinion that a ship with which an average speed of 14 knots can be maintained at sea in good weather represents all that will be demanded for many years to come; but in view of the recent and approaching construction of 15-knot to 16-knot ships it would not be safe to rely too much upon this view.—Motor Ship.

MOVEMENTS OF STEAMERS

The M.V. Esquillo sailed from Shanghai on March 4, and is due here on March 7.

The s.s. Flume sailed from Colombo on March 8, and is due here on March 19.

The s.s. Venezia sailed from Aden on March 2, and is expected here on April 2.

The P. & O. s.s. Kashmir left Shanghai for this port on March 4 at 3 p.m., and is due here on March 7 at about 6 a.m.

The C.P. R.M.S. Empress of Australia, R/W Cruise, arrived at Kobe on March 5 (Wed.) at 5:30 p.m., leaves Kobe on March 9 (Sun.) at 7 a.m., and is due at Yokohama on March 10 (Mon.) at 7 a.m.

WARSHIPS IN PORT

British warships in port this morning were—

In Basin of R.M. Dockyard: Tamer, Bridgewater, Sandwich, North Arm, Bruce, Serapis, West Wall; Petersfield.

In Dock: Seraph, Herald, Iroquois, No. 11 Buoy; Stormcloud, Warrington, Suffolk.

Foreign: Agamemnon, King Cruiser VII, French Gunboat Argus.

For freight or passage on any of the above lines apply to

Telephone: ... Central 4791.

CONSIGNEES.

LLOYD TRIESTINO NAV. CO.

NOTICE TO CONSIGNEES.

Motor Vessel, "ROMOLO"

From Trieste, Venice, Brindisi, Port Said, Suez, Massaua, Aden, Karachi, Colombo, Penang & Singapore.

CONSIGNEES of cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 3rd March, 1930.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 9th inst. will be subject to rent.

All claims against the vessel must be presented to the Undersigned on or before the 10th inst. or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 8th inst. at 10 a.m. by our surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by

DODWELL & CO., LTD., Agents.

Hong Kong, 3rd March, 1930.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LTD.

From MIDDLESEX, LONDON AND STRAITS.

The Chartered Steamship,

"IRRAWADDY"

CONSIGNEES of cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong & Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 9th inst. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 21st inst. or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 8th inst. at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 1st March, 1930.

PASSENGER LISTS

ARRIVING

Per s.s. "Taio Maru" from Los Angeles on March 4—

Miss Genevieve Monsch, Mr. and Mrs. Frank A. Prince, Miss Nelle Prince, Master Francis Prince, Mr. Ernest C. May, Mrs. M. M. May, Mr. L. G. Baldwin, Mr. W. F. de V. Skrine, Mr. and Mrs. K. R. Armstrong, Miss Betty Armstrong, Master K. R. Armstrong, Mrs. Roy Bayly, Miss Mildred Elliot, Mr. C. E. Hoffman, Mrs. B. C. Hoffman, Master E. H. Hoffman, Miss Ella Victory, Mr. and Mrs. J. Hillborn, Miss E. M. Thompson, Mr. C. D. Watson, Miss J. B. Wills, Mrs. Dorie Beck, Mr. Gaston Giraud, Mrs. M. P. de Boer, Miss M. L. de Boer, Miss B. de Boer, Mr. Alf. Welhaven, Mr. Lee Sun, Mr. E. G. Goldsbrough, Mrs. M. R. Cruz, Miss M. L. Cruz, Mr. A. Larena, Mrs. J. Larena, Mrs. M. M. Schillerstrom, Mr. T. A. Rivera, Mr. Young Bink, Mr. David de Tagle, Mr. M. Dimaano, Mr. M. Matsutani, Mr. Y. Katow, Mr. R. Meyer, Mrs. L. Eveleigh, Mr. H. M. Webb, Miss D. Quinchon, Mr. G. Pfanzlach, Mr. H. Keyserling, Mr. Sugikata Kire, Mr. I. Gartenstein.

Per s.s. Sarpedon from United Kingdom via ports, March 5—

Miss M. Bangay, S. Bourne, Miss I. S. Boyd, Miss J. C. Buchanan, C. C. Black, J. M. C. Basto, Dr. R. A. C. Basto, Mr. and Mrs. C. C. Campbell, Mrs. G. Davies and son, Miss N. Fletcher, Miss V. D. Grove, Miss H. Gaudin, Mr. and Mrs. P. S. Grant, Miss E. H. Grant, Mrs. E. Grindle, T. Low, Mr. and Mrs. W. A. Newers, son and daughter; Mr. and Mrs. J. P. Paterson, Miss E. J. Paterson, Mr. and Mrs. D. J. Purves and daughters, Mrs. E. Palmer, Mr. and Mrs. Stewart and child, Dr. E. G. Waterhouse, and W. Hyde.

MOTOR BOAT SUNK

A collision in the harbour at 4 o'clock last night, resulted in the motor boat Channy 2 being sunk near the Naval Dockyard.

She was struck and badly holed by a steam launch and sank within a few minutes. Prompt action on the part of a European Sergeant of the Dockyard Police resulted in the three members of the crew of the motor boat being rescued.

WARSHIPS IN PORT

British warships in port this morning were—

In Basin of R.M. Dockyard:

Tamer, Bridgewater, Sandwich,

North Arm, Bruce, Serapis,

West Wall; Petersfield.

In Dock: Seraph, Herald, Iroquois,

No. 11 Buoy; Stormcloud,

Warrington, Suffolk.

French Gunboat Argus.

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TO MANILA
E/CANADA 5 P.M. Mar. 9th
E/RUSSIA 5 P.M., Mar. 31st
TO THE PACIFIC COAST
E/CANADA Mar. 19th
E/RUSSIA April 9th
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PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS. (Under Contract with H.M. Government.)

S.S.	Tons	From Hong Kong About	Destination
KASHMIR	8,085	1930	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
KALYAN	9,144	15th Mar.	Marseilles, London, Hull, Rotterdam & Antwerp.
ALIPORE	5,273	10th Mar.	Straits, Colombo & Bombay.
RAWALPINDI	16,619	29th Mar.	Bombay, Marseilles & London.
MALWA	10,080	12th Apr.	Bombay, Marseilles & London.
RAJPUTANA	16,568	26th Apr.	Bombay, Marseilles & London.
BELTANA	—	3rd May	Marseilles & London.

* Cargo only. † Calls Casablanca.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna and other Levant Ports by steamers of the Kedival Mall Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

S.S.	Tons	1930	Destination
TILAWA	10,000	17th Mar.	Singapore, Penang & Calcutta.
TAKADA	9,649	25th Mar.	Singapore, Penang & Calcutta.
TALAMEA	8,018	30th Mar.	Singapore, Penang & Calcutta.
TALMA	10,000	11th Apr.	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

S.T.	Tons	1930	Destination
TANDA	6,956	—	Manila, Sandakan, Thursday Island,
ST. ALBANS	4,500	4th Apr.	Townsville, Brisbane, Sydney &
NELLORE	6,853	2nd May	Melbourne.

* Calls Iloilo, Port Holland & Cairns.

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kelambungan, Tawao, Timor, Darwin, or other ports en route as indicated.

Frequent connections from Australia with the following:

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The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

S.T.	Tons	1930	Destination
ST. ALBANS	4,500	11th Mar.	Moji, Kobe, Osaka & Yokohama, Shanghai, Moji, Kobe & Yokohama.
MALWA	10,980	14th Mar.	Shanghai, Moji, Kobe & Yokohama.
SINGAPORE	6,223	10th Mar.	Amoy, Moji, Kobe & Osaka.
TALMA	10,000	21st Mar.	Shanghai, Moji, Kobe & Yokohama.
MELBOURNE	6,715	22nd Mar.	Shanghai, Moji & Kobe.
RAJPUTANA	16,568	28th Mar.	Shanghai, Moji & Yokohama.
SHIRALA	7,841	31st Mar.	Amoy, Moji, Kobe & Osaka.
BELTANA	—	6th Apr.	Shanghai, Moji, Kobe & Yokohama.
KHYBER	9,114	6th Apr.	Shanghai, Moji, Kobe & Yokohama.
TAKIWA	7,988	8th Apr.	Amoy, Moji, Kobe & Osaka.
NELLORE	8,053	8th Apr.	Moji, Kobe, Osaka & Yokohama.
KASIGAR	9,005	11th Apr.	Shanghai, Moji, Kobe & Yokohama.
TILAWA	10,000	22nd Apr.	Amoy, Moji, Kobe & Osaka.

* Cargo only.

All dates are approximate and subject to alteration without notice.

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DESCRIPTION OF H.M.S. RESOURCE

DETAILS OF THE NEW FLEET REPAIR SHIP

TORPEDO WORKSHOP

Mention has already been made of the new Fleet repair ship, H.M.S. Resource, recently completed at Barrow by Messrs. Vickers-Armstrong, Ltd. The following additional details (from Engineering) tend to emphasize some of the interesting features of this unusual ship.

The hull is provided with a deep double bottom, in which is carried about 400 tons of oil fuel for fuelling other vessels, in addition to the fuel supply for the ship's own use. About 100 tons of lubricating oil, 200 tons of distilled water, and 200 tons of feed water can also be carried for the supply of other vessels. A filling system has been installed, with three deck connections on each side, which enable the vessel to be fuelled at the rate of 600 tons per hour. The same system and deck connections are used for transferring oil fuel to other vessels, and similar systems are fitted for handling lubricating oil, diesel oil, fresh water and distilled water.

The store rooms are of sufficient capacity to store the necessary provisions for 100 days, a cold chamber of about 2,800 cub. ft. capacity and a cool chamber of about 1,200 cub. ft. capacity being provided for carrying meat and other perishable stores. The refrigerating plant for these chambers, and also for the magazine, was supplied by Messrs. J. and E. Hall, Ltd. Provision is also made for stowing large stocks of steel plates and sections, billets, blooms, crucibles, piping, metals, timber, fittings, etc., required for repair work in the vessel's own workshop or on ships alongside.

The officers are accommodated on the main deck aft, in separate single-berth cabins, a large ward room with an adjoining anti-room being provided. Warrant officers have a separate mess-room on the middle deck aft, while petty officers, artisans and crew are accommodated in separate messes on the main and middle decks forward. Separate galleys are provided for the captain, officers, warrant officers and crew. Special attention has been paid to the lighting, heating and ventilation of the vessel, to render her suitable for prolonged service in either tropical or cold climates. The living spaces are ventilated by electric fans supplying air to trunks fitted with punkah louvers.

Adjoining the heavy-machining shop is a foundry, fitted up with all the necessary appliances for the production of castings of moderate size. The equipment includes one large and two small cupolas, three crucible furnaces of the tilting type, mould and core ovens, a plate-moulding machine, loam-mixing machine, sand-blast plant, pneumatic sand after, git-cutting machine, band saw and testing machine. Art of the foundry is a copper-smith's shop, provided with the usual equipment for pipe and plate work, and a grinding machine shop fitted for grinding crankshafts, cylinders, tools, etc.

The grinding shop is also used for a variety of light repetition work, such as the production of condenser ferrules. Other shops which may be mentioned are the electrical shop, welding and cutting shop, plumbers' shop, internal-combustion engine shop, tool room, pattern shop, instrument-repair shop, wood-working shop, and heavy and light plate shop, all of which are well equipped with the necessary tools and lifting appliances.

The propelling machinery consists of two sets of Parsons steam turbines with single-reduction gearing, each set comprising one high-pressure and one low-pressure turbine working in series and driving separate pinions which engage with the gear wheel on the propeller shaft. The high-pressure turbine is of the impulse-reaction type, and the low-pressure turbine of the reaction type; an astern turbine, of the impulse-reaction type, is incorporated in each of the low-pressure turbine casings. The total power developed is about 7,500 shaft horse-power.

Steam is supplied, at a pressure of 250 lb. per square inch, by four water-tube boilers of the Yarrow three-drum type, arranged for oil-burning only, and working under the closed stoker system of forced draught. In addition to the usual auxiliaries, which call for no particular comment, electric generating sets with an aggregate capacity of 2,300 kw., are installed for supplying light and power for the ship's requirements, and also for ships lying alongside when necessary.

The installation includes three turbo-generators, each of 500-kw. capacity, constructed by Messrs. Metropolitan Vickers Electrical Company, Ltd., and two 400-kw. diesel-engine driven sets. Three electrically-driven air compressors are provided for general service, with connections to each workshop. They are used for testing condensers, cleaning boiler tubes and operating pneumatic tools. Each set is capable of compressing 600 cub. ft. of free air per minute to 120 lb. per square inch. In addition there are two electrically-driven air compressors, each capable of supplying 25 cub. ft. to 20 cub. ft. of air per hour, at a pressure of 3,600 lb. per square inch. Two steam-driven hydraulic pumping sets are fitted for operating various hydraulic machines in the workshops; each set has a de-

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Pres. Taft ... Tues., Mar. 25 Pres. McKinley ... Tues., Apr. 1

Pres. Jefferson ... Tues., Apr. 8 Pres. Grant ... Tues., Apr. 15

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Pres. Fillmore Sun. Mar. 9, 8 a.m. Pres. Van Buren Sun. Apr. 6, 8 a.m.

Pres. Wilson ... Sun. Mar. 23, 8 a.m. Pres. Garfield ... Sun. Apr. 20, 8 a.m.

TO MANILA

Pres. Jackson ... Mar. 11, 6 p.m. Pres. McKinley Mar. 25, 6 p.m.

Pres. Taft ... Mar. 15, 6 p.m. Pres. Jefferson ... Mar. 29, 6 p.m.

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HOSE.

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Hong Kong, Thursday, Mar. 6, 1930.

OUR BACHELORS

The lot of the bachelor in the Far East is not a happy one. He may have a small circle of intimate friends and a larger number of acquaintances, but he must remain, if he is a man who does not believe in shouting his sorrows from the housetops, lonely and misunderstood in a melancholy world of his own.

The majority of us are driven into the Far East by a multitude of impulses. It may be merely with the ambition to attain wealth; for it is a common misapprehension of the people at home that the East is like the cavern of treasure which Aladdin found. Aladdin, fortunately for the fairy tale, had not to deal with a fluctuating currency; his laks of rupees neither fell nor rose.

Or it may be that some of us are impelled into these regions by the spirit of adventure which animates all healthy Britons. It is possible, although it may be difficult for their fellow Club men to believe it, that this stolid Rajah and that self-conscious Government official once pored over maps of the world with as much excitement as possessed Marco Polo. The thrill of the first voyage out still must haunt every man. Yet where is the romance now? Is it to be found in a drive round the Peak, a bathe in Repulse Bay, or a round of golf at Fanling— even if we do manage to "do it in one"? The answer which we must give to ourselves is not an encouraging one. We are merely necessities. Day after day it is the same routine of

They have all the vices of suburbia. They are narrow and divided among themselves; they are afraid to break through the artificial circle within which they

have set themselves. They have little trust and scant power of sympathy; they are ready to slander and to belittle—and the married ones are often the worst offenders. Let us break down these stupid barriers of reserve and dignity; we shall be much happier if we do. Since we are doomed, some of us, to linger long in this self-selected place of exile, let us endeavour to develop the spirit of fraternity and sportsmanship. We would be astonished by how much we should be the gainers.

News in Brief

The Bank of East Asia, Ltd., announce that they have increased their reserve from \$1,500,000 to \$1,750,000.

The Annual Flower and Vegetable Show under the auspices of the Hong Kong Horticultural Society takes place to-day at the City Hall, commencing at 3 p.m.

Mr. F. L. Parton will speak on "What Theosophy has meant to me" at the usual weekly public lecture of the Theosophical Society, Hong Kong Lodge, Mercantile Bank Building to-day at 6 p.m.

Having had a taste of jail life in January a Chinese, of no fixed abode, was at the Kowloon Magistracy this morning sentenced to six weeks' hard labour for stealing two gunny bags from a house under construction in Kimberley Road.

Convicted on a charge of attempting theft of a gold ring from a Chinese woman at Portland Street, a Chinese who claimed to be a carpenter, was at the Kowloon Magistracy this morning sentenced to three months' jail with hard labour.

Dr. Teh Yok-chin M.B., B.S., youngest son of Mr. Teh Seow-teng, senior Director of Messrs Chow Kit & Co., Ltd., Kuala Lumpur, has passed his examination in Dublin and obtained the Diploma of Licentiate of Midwifery. Dr. Teh Yok-chin, who will be pursuing further studies in London and Vienna in other branches of medicine, is a graduate from the University of Hong Kong.

Mr. R. V. Meyer has taken over the management of Messrs. N. Lazarus, with which firm he has been connected for many years. Mr. Meyer has had exceptionally wide experience as an optician, and is a Fellow of the Worshipful Company of Spectacle and Optical Opticians (Eng.) and a Freeman of the City of London. Since his absence from Hong Kong, Mr. Meyer has managed both the Shanghai and Singapore branches of the firm.

Mr. and Mrs. Edgar E. Strother arrived in Hong Kong last Sunday and have taken up residence at St. George's Hotel, Kennedy Road. Mr. Strother having been appointed manager of the Hong Kong branch of Messrs. Millington, Limited, advertising consultants. He is opening an office in the Law I. & C. Bank Building, Queen's Road, Central. Mr. and Mrs. Strother have been residents of Shanghai for over 20 years and have travelled extensively in various parts of China.

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MEN, WOMEN, AND AFFAIRS

Victims Of Chinese Ignorance: Foreign Ladies Kidnapped; The McBride Incident: Talkie Has Far To Go; Magistrate's "Crafty Enemies"

Justice in Chinese Courts

COMMENTING on the statement that "the fair administration and justice exercised by Chinese courts of foreigners" of Russian, German, Australian and other nationalities are too well-known to require explanations, the Peking and Tientsin Times says: The Breitbacher case in Canton is, of course, only one of a number of instances in which German Doctors have been the victims of Chinese ignorance. Messrs. Carlowski experiences (illegal seizure of goods) have doubtless been shared by many other German enterprises in China. If it were true that the nationals of non-extraterritorial Powers revelled in "the fair administration and justice exercised by Chinese courts," and benefited from the removal of their former privileges, the nationals of other countries which still enjoy these safeguards would not need appeals from Kuomintang propagandists to join in demanding the abolition of extraterritoriality.

A gloomier picture could scarcely have been envisaged even by Dean Inge. Yet there is a remedy. If Hong Kong can be said to be an inhospitable place, the fault is with the inhabitants. Every quarter of the earth has a distinct life of its own, where conditions vary with the environment, but Hong Kong is a British Colony, and it is with the British residents with whom we are concerned in this article. They do not exhibit the best virtues of humanity.

They have all the vices of suburbia. They are narrow and divided among themselves; they are afraid to break through the artificial circle within which they

WHY SHOULD MEN PAY ALWAYS?

[BY EDGAR MIDDLETON]

THE woman pays. Yes. When there is no man about. When there is, it is another story.

See any two women catching a train or having dinner together. Watch the masterful way in which they get their tickets and order the porter their seats, or their cool, collected fashion of dealing with the waiter or ordering the meal.

But take either of those two women and put her with a man. Instantly there is a transformation. She is the shy, clinging, timorous little creature unable to stir a hand for herself.

It is he who is left to wrestle with the porter, or braw-breathe the waiter, or complain to the manager because her fish was cold or she thinks that they are not getting sufficient attention. He is left all the unpleasant jobs to do.

She chooses the time and the place; the restaurant, the show and the dance club. He pays.

A few women are worth it. Some are almost worth it. But by far the greater number do not even bother to return the compliment of being entertained by being entertained. The man does that. The woman takes it as a matter of course.

Having had a taste of jail life in January a Chinese, of no fixed abode, was at the Kowloon Magistracy this morning sentenced to six weeks' hard labour for stealing two gunny bags from a house under construction in Kimberley Road.

Convicted on a charge of attempting theft of a gold ring from a Chinese woman at Portland Street, a Chinese who claimed to be a carpenter, was at the Kowloon Magistracy this morning sentenced to three months' jail with hard labour.

Dr. Teh Yok-chin M.B., B.S., youngest son of Mr. Teh Seow-teng, senior Director of Messrs Chow Kit & Co., Ltd., Kuala Lumpur, has passed his examination in Dublin and obtained the Diploma of Licentiate of Midwifery. Dr. Teh Yok-chin, who will be pursuing further studies in London and Vienna in other branches of medicine, is a graduate from the University of Hong Kong.

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A DESPOT'S PLUNDER

Fight for Sultan's £300,000,000 Will
LIKE ARABIAN NIGHTS

Harem Favourites and Princes in Poverty

HUGE OIL INTERESTS

A story which reads like pages from the Arabian Nights, of a five-years' fight by the 13 children and nine surviving widows of Abdul the Damned, the notorious Sultan of Turkey who was deposed in 1909, for a share of his £300,000,000 estate is now revealed.

Greece is reported to be prepared to pay them £10,000,000, and they now hope to get £200,000,000 from Mesopotamia.

The claimants are:

Prince Selim, Prince Ahmed and Princess Zelie, and their mother Bedrilek, Abdul's favourite wife;

Prince Abdul Kadir and Princess Nairme, the children of his second favourite, Bidar, who is dead;

Princess Naile, Prince Nourreddin, Princess Aiche, Prince Abid, Princess Refie, Princess Chadie and Prince Ardurrahim;

Fatima, Behidje, Mouchfika, Nadje, Sazighiar, Emsalnour, and Peiveste, the Sultan's other wives and their respective mothers; and

Prince Bourhanneddin and his mother, the tenth of the Sultan's wives.

The Sultan was reputed to be the richest man in the world. He reigned 33 years as an all-powerful Oriental despot, and died in prison in 1918.

RICHEST MAN IN THE WORLD

Abdul, in the course of his long reign over the Ottoman Empire, acquired by "gifts" and other means from his "devoted subjects" immense wealth and great estates.

When he was deposed by the Young Turks in 1909, his private fortune, which was then estimated at £25,000,000, and his estates, which brought him a revenue of about £3,000,000 a year, were confiscated. That property included:

Lands in Thessaly, Greece; Almost half the province of Salonica;

A large portion of Macedonia; Extensive holdings in Syria, Mesopotamia, Palestine, and Cyprus;

The island of Tassos, where an Anglo-German group is developing the zinc deposits; and The Mosul oilfields.

Post-war treaties compelled Turkey to hand over to Greece certain territories which were once the Sultan's private property. The Mosul oilfields were dealt with by apportionment to companies which included the Royal Dutch Shell, the Standard Oil Company of New Jersey, and the Anglo-Persian Oil Company, as well as the French Company.

The Treaty of Lausanne of 1923, however, provided that the property of Turkish nationals was to be respected by the various countries which took over parts of the Ottoman Empire, and it is this which has led to the developments which are now being disclosed.

50,000 Title Deeds

Abdul Hamid's heirs have always protested that the confiscation of the Sultan's property was illegal, and in their efforts to establish their contention they enlisted the aid of British and American financiers.

First the Anglo-Hellenic Finance Corporation was formed, and then the Valideh Trust, Ltd. More recently these companies have been taken over by the Aegean Trust, Ltd., of Westminster, and it is this company which has achieved success.

Its task, however, has been difficult, and it was only after securing the good offices of a French jurist of world-wide repute that the differences between the heirs were composed and a common demand made for recognition.

For five years the negotiations have been in progress. Immense sums have been expended in searching for records of the Sultan's properties, and a collection of nearly 50,000 title deeds has been secured.

In addition the trust had to find a monthly sum of about £1,000 to enable some of the imperial heirs to live.

Men and women brought up in the Oriental luxury and splendour of the Yildiz Kiosk, the Sultan's palace in Constantinople, and waited upon by slaves to whom their slightest wish was law, have been hard put to it to find enough to eat.

Following the death of their Imperial father and the confiscation of his estates these 22 people, who were the heirs to properties worth £300,000,000, were scattered over Europe and Asia.

These better circumstanced than the rest found a haven in France; some have tried to exist in Budapest, Hungary, where it is reported that one eked out an existence by driving a taxicab.

The Greek Government, it is now reported from Athens, is prepared to recognize the claims of all these heirs in respect of the territory and other property valued at £10,000,000 required from the Sultan's estate.

SHAKESPEARE ON THE TALKING FILM

DOUGLAS FAIRBANKS IN "THE TAMING OF THE SHREW"

SPLENDID ENTERTAINMENT

Douglas Fairbanks has done a service to the English drama. He has made Shakespeare live again in the minds of ordinary people to whom the plays were often prosaic and difficult forms of entertainment requiring thought and concentration. The average man and woman who attend a theatrical or film performance do not as a rule wish to think; they wish to be entertained. And Fairbanks, in his film production of the "Taming of the Shrew," now showing at the Queen's Theatre, has created a work of art which retains all the beauty and all the essential ideas of Shakespeare without making them appear dull. Of course, Shakespeare is never, can never be, dull, but to very many people Shakespeare finishes with the class or the lecture room, and is only a glorious memory which they are afraid to drag into consciousness.

In this version of the Bard's immortal comedy, brought to the screen for the first time in the history of motion pictures by Mary Pickford and Douglas Fairbanks, most of the essential dialogue, comedy and striking situation has been left intact throughout the production. This was accomplished by Sam Taylor, the man who directed "Taming of the Shrew" and, before that, "Coquette," which established Miss Pickford as one of the greatest emotional actresses the screen has ever seen.

Human Production

Taylor succeeded in retaining all the humanness which characterizes Shakespeare's works, and yet enhanced the scope of the play through the medium of the camera.

The story is laid in Padua, and relates the experience of a young man who sets out to win a girl, who is famous for a temper so fiery and a tongue so sharp that no man dares to woo her. Petruchio beats her at her own game (or thinks he does), and, meanwhile, we are treated to the most amusing comedy situations that the screen can offer.

Critics who have seen the "Taming of the Shrew" hall it as an achievement in sound recording, thanks to the innovations supplied by David Forrest, who was responsible for the microphone work on "Coquette."

This Sam Taylor production offers wonderful scenic beauty as well as an absorbing story. The distinguished cast includes a number of Broadway celebrities, Edwin Maxwell, as Baptista; Dorothy Jordan, as the beautiful mild-mannered Bianca; Geoffrey Wardwell, as Hortensio; Joseph Cawthorn, as Grumio, and funny Clyde Cook as the faithful servant Grumio.

A Special Overture

A new departure in the policy of the Queen's Theatre management (and we hope it will be continued) is the appearance this week of the Theatre Orchestra, specially argumented for the occasion, on the stage instead of being concealed. It is an admirable innovation. The members of the orchestra, seated before an artistic background of gold draped curtains, are given the opportunity to show their skill and play an overture in a most finished manner, which is followed by a violin and a cello solo (La Cygne). The applause which followed their performance on Wednesday should encourage both Mr. Bakaleinikoff, the able conductor, and the management in this splendid enterprise.

In addition to the "Taming of the Shrew," an interesting Fox Movietone News reel is shown, and a colour-tone revue with the latest songs and dances. Mr. O'Neal, who has a rich baritone voice, gives a delightful rendering of "The Trumpet," supported by a chorus dressed in the uniform of the Foreign Legion. The entertainment at the Queen's Theatre this week is the best that has yet been offered to the local public.

BOY MURDERER

Guillotine for Callous Criminal

With a joke on his lips an 18-year-old youth, Joseph Ughetto, was guillotined at Digne for the murder of five people at Valence, Paris. His accomplice, named Mucha, aged 17, escaped the capital penalty because of his age. They were both found guilty of a particularly brutal murder, in which they killed five members of one family, including two children. Ughetto had hoped in vain for Presidential clemency, but when he was sentenced in the morning by the prison governor, he showed no fear, and said to a warden, "You will see me again."

The accused were seen in Wing Wo Street trying to sell the metal, which was very valuable to the Company.

Two Chinese youths employed as bell-clarions on the Blue Funerale steamer Proteus, leaving at Holt's Wharf, were at the Kowloon Market this morning, before Mr. Whyte Smith charged with the theft of two pieces of zinc plating on the property of the ship.

The accused were seen in Wing Wo Street trying to sell the metal, which was very valuable to the Company.

Detached Sergeant Kellie remarked that the Chinese stole because they had no money, and at the same time, the men were not very nice.

FRENCH FRONTIERS

The "Iron Wall" of Defence

The construction of France's "Iron Wall" of defence on her eastern and south-eastern frontiers—gun-pits, pillboxes, anti-aircraft batteries, machine-gun nests, concrete trench systems, stores of barbed wire, and ammunition dumps—is proving more costly than the Government anticipated.

President Doumergue has signed a Bill to be submitted to Parliament by the Tardieu Government asking for a supplementary credit of £3,000,000,000 francs (£26,000,000) for a further five years' fortification programme. According to a British United Press correspondent the total cost will have amounted to nearly 5,000,000,000 francs (£40,000,000).

Public Opinion

The majority of public opinion feels that the security of the country against invasion by Germany or Italy will be increased by this belt of fortifications. The General Staff is of opinion that had such a system been available in 1914, the War would not have lasted the length of time it did.

The technical reasons for the vast project are explained at some length in the text of the Bill before the Chamber.

"Regardless of whatever opinion we may have concerning the manner of future warfare, we are agreed upon the necessity of preventing an invading army from obtaining control of our mineral resources or our means of communication along the frontier during the early days of the invasion." It is stated.

"It is essential that the troops engaged in holding the frontier in case of an invasion should find a defensive organization based on dug-outs and batteries, ready to halt the enemy."

Need For Haste

"This should be accomplished in time of peace, and the Government feels that the work should be hastened so that a powerful defensive system will be ready before the declining birthrate is reflected in the number of conscripts to be called to the colours."

The problem of aerial attack in mass is cared for by demanding a separate credit of 400,000,000 francs (£32,000,000) to erect anti-aircraft defences.

The original plans of defence on the frontiers have been changed to adapt the fortifications to the new mechanised warfare of the future.

Included in the plans of fortifications is the construction of narrow gauge railways running toward the frontiers. Even if one is seized by the enemy others will still be available to carry troops, guns, munitions, and to evacuate the civil population.

The huge undertaking has to be carried out without interference in the economic peace of the frontier States, all of whom are highly industrial.

Foreign Labour

The labour shortage in France has compelled the Government to resort to foreign labour. Considerable care is to be taken in the selection of the workmen, since they must necessarily obtain a knowledge of the defence works.

The choice will be made from nations with whom France is least likely to fight. They will be constantly moved to different areas, so that they will never obtain a thorough knowledge of the fortifications they are to build.

According to present intentions, Roumanians will be used. France recently negotiated a labour treaty with Roumania by which 10,000 Roumanian labourers were to be brought to France.

Geographically Roumania is not likely to go to war with France, and the friendly and military connections between the two nations is well known.

MALT EXTRACT WITH COD LIVER OIL

SHADOUFS BEFORE

NEW ADVERTISEMENTS.

MILLINGTON, LIMITED.

ANNOUNCEMENT.

M. EDGAR E. STROTHER has been appointed representative for the above firm in Hong Kong as from March 1, 1930. He may be consulted regarding advertising in Chinese or English.

Office: Room 211,
1 & C, Bank Building,
Queen's Road, Central.
Telephone—C. 5187.
P.O. Box 640.

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE

From NEW YORK, NORFOLK,
PHILADELPHIA & MARSEILLE.

The Steamship,

"CITY OF KHIOS" having arrived, Consignees of Cargo by her are informed that all goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 11th March, 1930, will be subject to zero.

All Claims against the Steamer must be presented to the Underwriters on or before 18th March, 1930, or they will not be recognised.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and noon, within the Free Storage period of One Week. No Fire Insurance has been effected.

Bills of Lading will be countersigned by THE BANK LINE, LIMITED.

General Agents.
Hong Kong 5th March, 1930.

THE JOULEST OF ALL DANCE RECORDS

COLUMBIA	
5520	Laughing Marionette ... Fox Trot S. Posing
5678	Satisfied "
5674	Oh, Ya, Ya "
5679	Lovely and Sweet "
5630	The House That Jack Built "
5626	She's So Unusual "
5519	Sunny-side Up "
5502	My Wife is on a Diet "
	Doll's House
	Mother Goose Parade
	Empty Hours "
	Thirsty For Kisses
	Um-Tcha Da Da "
	Blue Days Are Over

EXSHAW
No. 1 BRANDY

Is the best—recommended by everyone.

CALBECK, MACGREGOR & CO., LTD.

(Incorporated under the Companies' Ordinances of Hong Kong.)

Prince's Building, Ice House Street Tel. C. 75.

JUST ARRIVED

PIPES

of

LATEST STYLES

in all

LEADING MAKES

Best

Make

DUNHILL'S
ROTHMAN'S
LOEWE'S

You are invited to call at our store.

TABAQUERIA FILIPINA

Queen's Road C.

Asiatique Bldg.

"D. C. L."

MALT EXTRACT WITH COD LIVER OIL

is made from the finest selected Barley and malted with the greatest care on the Company's own premises by the most scientific methods of manufacture.

THE DISTILLERS COMPANY, LTD.

EDINBURGH.

Price:—Per 1 lb. Jar — \$1.10

Per 2 lb. Jar — \$2.00

SOLE AGENTS:

GANDE PRICE & CO., LTD.</div

ILLUSTRATED!
ILLUSTRATED!!
ILLUSTRATED!!!

A WEEK'S PAPERS IN ONE.
OVERLAND
CHINA

MAIL
SPECIAL COLOURED SUPPLEMENT
with PICTURES of all local events
is given free in the
OVERLAND CHINA MAIL.

LOCAL NEWS, CHINESE NEWS.
and all the NEWS.
The Weekly paper that saves you
the trouble of writing Home.

China is once again in the throes of civil war, the war lords in the North evidently being determined to oust Marshal Chiang Kai-shek by hook or by crook. Heavy fighting has been reported, but negotiations are still in progress by which it is hoped to prevent the spread of the ferment on a big scale. In any event the history of the whole trouble is faithfully chronicled in this week's OVERLAND CHINA MAIL.

Locally great interest has been manifested in the annual and extraordinary meetings of shareholders in the Hong Kong, Canton and Macao Steamboat Company, Limited, at which differences were aired regarding the farming out of the Company's business. The proceedings were animated throughout and resulted in the Directors being outvoted, but a poll has been demanded. A verbatim report appears in this week's OVERLAND CHINA MAIL.

Owing to exceptional foggy conditions at sea quite a number of shipping mishaps, fortunately none of a serious nature, have been chronicled during the week. These will be found in this week's OVERLAND CHINA MAIL.

Education again is featured, both St. Stephen's College and King's College having their annual Speech Days and distribution of prizes, full reports of which appear in the OVERLAND CHINA MAIL.

The annual meeting has been held of the Kowloon Residents' Association, a body which has an appeal of its own both to local residents and those at home on leave. An account of the meeting is published in the OVERLAND CHINA MAIL.

The annual Race Carnival has come to an end after a record-breaking meeting. Results of the fifth day, together with special reports of all other forms of sport, will be found in this week's OVERLAND CHINA MAIL.

Letters to relatives and friends in other parts of the world frequently fail to be written even by the most ardent correspondents. It is a kindly thought, therefore, to ensure that those away from the Colony, or folks at home, should have an unfailing supply of Hong Kong and Chinese news every week-by means of a subscription to the "Overland China Mail."

Without any trouble of packing and worrying about the Post Office on your part, and at the cost of only \$2.25 for three months, the "Overland China Mail" will be sent home for you every week, catching the mail regularly. It contains just the news, features and pictures from the daily "China Mail" that make a studio appeal to people with any interest whatsoever in Hong Kong, and many letters from home, Australia,

READY TO - MORROW

Mail via Suez closes at 10.30 a.m. on Saturday,
and via Siberia at 3.30 p.m. on Friday.

SINGLE COPY 25 Cents.
INCLUDING SPECIAL COLOURED
PICTURE SUPPLEMENT

(Sold on the streets and at the bookstalls or you can send your
subscription to the office.—H.K. \$18 per annum, or
\$15 including postage abroad. Half-yearly
or quarterly periods pro rata.)

No. 3A, WYNDHAM STREET—PHONE C. 22.

"THE OVERLAND CHINA MAIL"

G. FALCONER & CO (HONG KONG) LTD.
WATCHMAKERS & JEWELLERS
DIAMOND MERCHANTS
Union Building (Opposite G.P.O.)

Agents for:—ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
ENGLISH SILVERWARE, direct from Manufacturers.

High Class English Jewellery.

REFLEX CAMERAS with 4.5, 2.5 & 2.5 LENSES
KODAKS — LOCAL VIEWS — LANTERN SLIDES.
ALWAYS IN STOCK.

EXTRA SPECIAL ATTENTION GIVEN TO DEVELOPING
PRINTING, ENLARGING

THE KWONG KWUI CO., LTD.
PHOTOGRAPHERS' ASSOCIATION

PHOTO-SUPPLIES
74, Queen's Road Central, Hong Kong
Telephone No. C. 2170.

ALL QUIET ON THE
KWANGSI FRONT

CHANG FA-KUEI SAID TO HAVE
FLED TO KWANGCHOE
END OF THE WAR?

Canton, Yesterday. General Lam Shih-ching informed pressmen that the present situation at the Kwangsi front was very quiet. The Government forces are still on the south of Dal River awaiting the enemies. Chang Fa-kuei has been reported to have fled to Kyangchao Bay. At present, the defence duty at Wuchow is in the hands of the Brigade under Brigadier-General Wong Yin-tsing, the militia and the gendarmes. Condition there is tranquil. C.I.C. Chan Chui-tong, Chun Shiu-lung and Lu Woon-yim are all in Wuchow.

Normal Order Restored

At the weekly memorial service held by the Provincial Government, which Reconstruction Commissioner Tang Yin-wah, Education Commissioner Kam Tsang-ching, and a number of others attended Mr. Hu Sung Ching Commissioner of the Civil Affairs Department presiding, stated that in regard to the military situation, the various districts in Southern Kwangtung had been already recaptured and normal order restored, whilst the campaign in Kwangsi was proceeding so favourably that the end of the warfare was not far away.

Concerning the economic side, Mr. Hu declared that the Provincial Government had decided upon a plan for the collection of revenues and house rent to aid the redemption of notes. As regard the one dollar notes, the Central Bank had opened five offices for redemption purposes.

Concerning the Northern situation, Commissioner Hu said in conclusion that measures had been decided upon by the third Plenary meeting to cope with Yen Hsi-shan and that a fundamental settlement would be brought about in due course.

FRENCH POLITICS

Financial Problem the
Main Feature

NO PARTY TRUCE

Paris, Yesterday.

The Council of Ministers has approved of the Ministerial declaration, which states that the Government remains faithful to the general policy of the previous Tardieu Government, and emphasises that the financial problem dominates home politics, necessitating, firstly, the maintenance of a policy of budgetary equilibrium and amortisation,

which saved France four years ago, and secondly, stimulation of the working energies of the nation at a time when a world crisis of over production is reacting on France.

The Government regrets that a party truce has not been agreed to, but declares its determination to carry out the programme, whatever the difficulties.

The Council has nominated the delegation to the Naval Conference, namely, M. M. Tardieu, Briand, Dumensel (Minister of Marine), Pietri (Minister for the Colonies), Fleuriau (the Ambassador), and Kerguerc, the president of the Senate Naval Committee.—Reuter.

Vote of Confidence

Paris, Yesterday.

The Chamber passed a resolution giving confidence in the Tardieu Government by 316 votes to 260.—Reuter.

GREEK TREATY

Agreement with China
Ratified

Nanking, Tuesday. Minister Kao Lu in Paris cabled yesterday that the new Sino-Greek Treaty was ratified by the Greek Parliament.

The American Minister, M. Johnson, having been entertained by Dr. C. T. Wang, will be Minister Sun Fo's guest to-night and of Mr. Hu Han-min, Dr. Wang Chung-hui, president of the Legislative and Judicial Yuan, tomorrow.—Canton News Agency.

MISSIONARY KILLED

Nanking, Yesterday. According to a report, of the three Finnish women missionaries in Kiangsi who have been kidnapped; one was killed.

The Foreign Ministry has telegraphed to the Kiangsi Provincial Government asking for fuller information.—Canton News Agency.

FIRE CRACKER
NUISANCE

FIRM ACTION BY POLICE AT
LAST

NOTICES DISREGARDED

The fire cracker nuisance, and the disregard of police notices issued for the purpose of abating it, were points raised by Mr. D. Burlingham, Divisional Superintendent of Police, Kowloon, at the Kowloon Magistracy this morning, when he prosecuted 32 Chinese (men and women) of the Tsimshatsui district, for firing crackers during prohibited hours after the Chinese New Year.

All the defendants, but three, admitted the offence and were fined \$2 each.

Privileges Abused

Mr. Burlingham stated that at the Chinese New Year it has been a custom for the past years to give the Chinese certain privileges. Notices were posted up in all districts to notify the residents of the specified times granted for the firing of crackers. Paper handbills of the same in nature were sent round in hundreds to the shops and various other places, but Mr. Burlingham pointed out, these leaflets had been entirely disregarded for the past two years. Last year the Police did summon a few, but this year the Police took more rigorous steps, and next year they would like still more.

Numerous Complaints

He had received numerous complaints about the cracker nuisance, especially from inhabitants who had children, and from those who could not get their sleep through being disturbed by the continuous firing of crackers.

Concluding, Mr. Burlingham said that the Chinese this year were given latitude as to the time in which they were allowed to fire, but this might probably have to stop next year, when the Police would make them adhere to specified times only.

The three defendants, who pleaded not guilty, were discharged, Mr. Burlingham concurring with the Magistrate, in the view that they would never find out who did fire the crackers.

One of the discharged men stated that he was not a "joss" worshipper and, therefore, he could not have fired crackers at all. Another said that a man who lived with him in Nathan Road fired the crackers, but he had since run away, being financially embarrassed by house rents!

STOOL AS WEAPON

Tea Shop as a Rough
House

Fines amounting to \$22, with alternative prison terms of 32 days were imposed on each of two Chinese carpenters who were convicted by Mr. Whyte-Smith at the Kowloon Magistracy, this morning, on a charge of assaulting a fellow-worker.

The fight arose in a tea house in Laichikok Road over a debt, ending up in the street, where the accused were seen hitting the complainant over the head with a broken stool. The latter had to be sent to hospital where he was detained for two days. The tea house itself was transformed into a "rough house," and in the scuffle between the men, stools were broken and a marble slab on a table was cracked in halves. The damage amounted to \$20.

BIG OPIUM HAUL

\$80,000 Worth Found on
a Launch

Raw opium estimated to be worth \$80,000 was seized yesterday morning by Revenue Officers and Police. The haul was made from the armed Chinese launch Tung Hang, which ran ashore in a thick fog at Ha Wa Min, near Lamma Island, on Tuesday night. Her plight was first noticed by a Hong Kong Police launch, and assistance was sent for.

Revenue men and Police went off to the steamer yesterday morning, and after a search, discovered 83 cases, each containing about 100 lbs. of raw opium.

The vessel, and its "cargo" were escorted to Hong Kong, and the opium was removed ashore. The boat, which has since been released, is described as belonging to the Anti-Opium Bureau of the Canton Government. Members of the crew state that they left Canton Sunday for Swatow, to where the opium was consigned. The opium is being held at the Import and Export Office.

On Berlin—

On New York—

On demand 35½

Credits, 60 days'
sight 37

On Bombay—

On demand 96%

On Calcutta—

Wire 98%

On demand 96%

On Singapore—

On demand 62½

On Manila—

On demand 70½

On Shanghai—

On demand 78½

80 days' sight (private
paper) —

On Yokohama—

On demand 71

Gold Leaf, 100 fine
(per tael) —

Sovereigns (Bank's
buying rate) 12.88

Silver (per oz.) 18.15/16

Bar Silver in Hong
Kong 8% prem.

Copper Cash Nominal

Copper Cents 3% prem.

Rate of Native In-
terior 6% p.a.

Chinese Sub. Coit. 23½% dis-

SNATCHING PEST
Narrowly Escapes the
Birch

CAUGHT IN TIME

For attempting to snatch Mrs. Alice Bolton's handbag whilst she was walking along the path through the Happy Valley recreation grounds, a Chinese named Lau Yei was this morning sentenced to six months' hard labour by Mr. R. E. Lindsell.

In passing sentence his Worship said that the accused did not succeed in getting Mrs. Bolton's bag as then he would have had a sound thrashing for it besides the jail term. He could not order the birch for an attempt.

Lau Hing-cheung, a fitter employed by the Hong Kong Hotel Garage, who jumped off a bus and seized the accused as he ran into Morrison Hill Road, was congratulated by the Magistrate, who said that his action was exemplary and in the right public spirit. "You are highly commended."

SIR ROBERT HART

Inquiry Regarding His
Birthplace

Mr. Robert Hart Maze (a brother, we believe, of Mr. F. W. Maze, Inspector-General of Chinese Maritime Customs) writes to the Belfast News Letter of January 29:

In view of the inquiry in your columns the other day as to the birthplace of the late Sir Robert Hart, Baronet (Knight Grand Cross of the Illustrious Order of Christ of Portugal), who adorned the office of Inspector-General of Customs in China for nearly fifty years, I beg to acquaint you that Sir Charles Prestwich Lucas, K.C.B., K.C.M.G., some time Assistant Under-Secretary of State, Colonial Office, mentions in "The Dictionary of National Biography" that Portadown was Sir Robert's birthplace. I may further observe that a small yet fascinating volume, published in 1900, and entitled "Sir Robert Hart: The Romance of a Great Career," contains the following information: "He was born on February 20, 1835, in a little white house with green shutters on Dungannon Street, in the small Irish town of Portadown, County Armagh, and was the eldest of twelve children." Miss Breton is the daughter of the late Sir Robert Breton, K.C.M.G., M.D., of Peking, who was a brother-in-law of Sir Robert Hart.

ROUND THE CINEMAS

"Heart of a Follies
Girl"

Miss Dove has been a dancer since she was six years old. Inasmuch as film stars ordinarily find little time for acrobatic dancing as a daily exercise, however, she has to condition herself before each picture that calls forth her talent in this direction.

Before starting "The Heart of a Follies Girl," the star trained by daily dancing exercises for a period of three weeks. In this manner she safeguarded herself against muscular soreness that might otherwise have interfered with her work in the picture.

Larry Kent is Miss Dove's leading man in "The Heart of a Follies Girl," and Lowell Sherman, Mildred Harris, and other notable players figure in the supporting cast.

The picture comes to the Majestic Theatre to-day.

EXCHANGES

TO-DAY'S QUOTATIONS

On London—

Bank wire 1/5 ¼

Bank, on demand 1/5 5/8

Bank, 30 days' sight 1/5 1/2

Bank, 4 months' sight 1/5 1/2

Credits, 4 months' sight 1/5 1/2

Documentary, 4 months' sight 1/5 1/2

On Paris—

On demand 895

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HOME FOOTBALL

Wednesday Win Cup
Replay

SERIES OF LEAGUE GAMES

London, Yesterday.
After drawing at Nottingham on Saturday in the English Cup, Sheffield Wednesday had little trouble in disposing of Forest to-day on their own ground, the result being:-

Wednesday 3 Notts Forest 1
The semi-final draw thus stands:-

Wednesday v. Huddersfield, on
Manchester United ground.

Arsenal v. Newcastle or Hull
City on Leeds United
ground.

League Matches

Two games were played in the First Division affecting Clubs in the danger zone. Grimsby visited Middlesbrough and shocked the locals by pulling off a four-goal win. Everton, on the other hand, were hosts to Aston Villa and lost a couple of much-needed points by the odd goal in seven.

In the Second Division Blackpool take the lead at the top of the table by a win over West Bromwich Albion by a narrow margin.

Accrington and York drew in the Third Division, but the result affects neither the championship nor relegation.

Scottish Cup

In the replayed Scottish Cup tie Hearts made no mistake in entering the semi-final, licking Dundee by four goals. The result was:

Hearts 4 Dundee 0
The draw for the semi-final ties, to be played on March 22, has resulted:

Hamilton Academicals v. Partick Thistle, at Celtic Park, Glasgow.

Hearts v. Rangers, at Hampden Park, Glasgow.

Scottish League

Three games were played in the Scottish League (First Division) and, curiously enough, all ended in draws. Only one of the bottom four was engaged, namely, Airdrieonians, who, divided the points with St. Mirren. Hibernians did well to draw with Partick Thistle at Firhill, Glasgow.

League results at a glance:-

ENGLISH LEAGUE

Division I.
Middlesbrough 1 Grimsby 5
Everton 3 Aston Villa 4
Division II.
Blackpool 1 West Bromwich 0
Division III.—North
Accrington 1 York 1
Scottish League
Airdrieonians 2 St. Mirren 2
Partick T. 0 Hibernians 0
Falkirk 1 Clyde 1
—Reuter.

LEAGUE TABLES TO DATE

Division I.
Goals.
P. W. D. L. F. A. Pts.
Wednesday 28 17 6 5 73 35 40
Derby 31 17 6 5 65 57 39
McHeister C. 31 18 6 5 73 68 38
Blackburn 32 15 6 11 83 70 34
Leicester 32 14 6 12 83 68 34
Huddersfield 30 14 5 11 47 59 33
Leeds 30 15 6 12 58 44 32
Aston Villa 30 14 7 12 63 61 32
Bolton 32 12 7 13 59 53 31
Liverpool 31 12 7 12 52 61 31
Sheffield U. 32 12 4 15 71 70 30
McHeister U. 31 13 4 14 50 60 30
West Ham 31 12 5 14 64 61 29
Middlesbrough 31 13 3 15 66 60 29
Portsmouth 30 10 8 12 52 51 28
Burnley 31 10 8 12 60 73 28
Birmingham 29 10 7 12 45 45 26
Arsenal 29 10 6 13 46 48 26
Everton 32 8 10 14 56 69 23
Sunderland 29 9 7 12 40 61 21
Grimsby 30 9 6 15 54 57 24
Newcastle 28 10 2 10 53 74 22
Division II.
Goals.
P. W. D. L. F. A. Pts.

Blackpool 31 21 2 8 77 57 44
Oldham 30 17 8 5 66 54 42
Chelsea 30 14 10 8 54 51 38
Bury 31 16 7 11 63 51 38
Bradford 30 14 7 9 60 52 38
Wolves 31 13 7 11 68 56 38

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Simplified—It hasn't an exposed moving part—not a belt, fan or drain pipe. It never needs attention—not even oiling. *Costs less to run*—It's small, yet highly efficient motor, uses less current. Your monthly electric bills will tell you that.

Unusually quiet—Listen to this refrigerator and form your own conclusions as to its pleasingly quiet operation.

More spacious—The remarkable compactness of the chilling chamber gives each model a greater shelf area than any other refrigerator of the same over-all size.

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DAVID HOUSE

67 & 69 Des Voeux Rd. C.

Our Sports Diary

LOCAL

Football — To-day — Referees' Association Meeting, 5.30 p.m.

Saturday—Shield Competitions (Junior): University v. Navy; Club v. Eastern; S. China "B" v. Kowloon; R.A.M.C. v. Chinese "A"; Chinese "B" v. Recreio, S. China "A" v. St. Joseph's.

March 11—Football Council Meeting, 5.30 p.m.

Cricket—Saturday—League-Division I: Navy v. University; Division II: Police v. K.C.C., I.R.C. v. R.A.O.C.; Friendly—Division I: C.S.C.C. v. K.C.C.; Division II: K.C.C. v. C.S.C.C., C.C.C. v. Recreio.

Sunday—University v. Volunteers, Pokfulam, 11 a.m.

Racing—Saturday—Hong Kong Jockey Club—First Extra Meeting.

Fanling-Hunt—Sunday—Hounds Meet, Race Course, 3.45 p.m.

Tennis—To-day—H.K.C.C. Tournament (weather permitting).

Hockey—Friday—Club v. University II, King's Park, 5 p.m.

Saturday—Kowloon Ladies v. Hong Kong Ladies.

Rifle Shooting—April 20 and 21—Volunteers' annual rifle meeting, Stonecutter's.

HOME

Association Football—March 15—Scotland v. England (Amateurs), Glasgow.

March 22—English Cup Semi-Final Ties.

Rugby Football—March 8—Wales v. Ireland, Swansea.

March 15—England v. Scotland (Calcutta Cup), Twickenham.

March 22—Army v. Royal Air Force, Twickenham.

Racing—March 11—Cheltenham Gold Cup.

March 18—N. H. Handicap Steeplechase, Cheltenham.

March 22—Imperial Cup, Sandown Park.

March 28—Grand National, Liverpool.

March 29—Liverpool Hurdle Race; Champion Steeplechase, Liverpool.

Hockey—March 15—Wales v. England.

March 22—England v. Scotland.

March 29—Ireland v. England.

Athletics—March 22—International Cross-Country Race.

Golf—March 25-26—Oxford v. Cambridge, Hoylake.

Motor Cycling—March 22—Leeds M.C. Open £200 Trial.

Billiards—February 21 to March 29—Amateur Championship, London.

March 29—Ireland v. England.

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Science Conquers Aviation Enemy—Fog



FOG — AVIATION'S DEADLIEST FOE is about to clear before the sun of scientific endeavor. Since last November a series of remarkable experiments and tests have been carried out over the air route between New York and Boston. These tests have been under the supervision of the Airways Division of the United States Department of Commerce which is vitally interested in the serious business of rendering the airways as safe as scientific ingenuity can devise. And aviation cannot be

considered safe until man has overcome the deadly danger of fog, which has been the direct cause of some of the most frightful disasters in the air.

The radio light beam now acts as the guiding spirit of the aviator in fog. It is the line over which he flies his ship, and the slightest deviation from his course, either to the right or left, is called to his attention by code signals that sound in his headphones sent by the operator who is directing the device. The chief operator is Ralph C. Soney under whose super-

vision the tests were carried out. His studio is at Castle Island, which is located in the transmitting point of the beam. The terminus of the beam is of course the flying field to insure a safe landing, which in a fog is both dangerous and difficult.

When the pilot leaves the field a series of red lights flicker from the giant mast at Castle Island to attract the aviator and so direct him to the path of the radio light beam. The beam is carried from the transmitting point to the airport by underground cable. It is

quite narrow at the airport, becoming broader as the distance grows and becoming quite narrow again as it nears the terminal point. As the aviator circles over the field he pushes a button and instantaneous contact is made with the transmitting station by means of telephone communication. This anti-fog device has proved itself simple in operation and effective in results, and it is expected that the same method of making aviation safe from the hazard of fog will be applied over other routes.

LONDON TO PEKING A Fortnight Spent in a Train

So long as the Far East could not be reached from Western Europe except by a sea voyage of seven weeks, China was a place of exile. The quicker but more expensive Canadian route brought it nearer, but only with the opening of the Siberian Railway which is vitally interested in the serious business of rendering the airways as safe as scientific ingenuity can devise. And aviation cannot be

Tientsin and the railway route through Korea to Mukden and so to Tientsin and Peking. By the latter way there are two through trains a day, taking three and three and a half days respectively from Kobe to Peking. The disadvantages of this route are the higher cost and the numerous changes necessary at Maibara, Kobe, Shimonoseki, whence it is a journey of eight hours by a fast and well-found steamer to Fusan, then rail to Antung (Customs examination) and Mukden, where there is a change to the Chinese train. A new tri-weekly service of Japanese steamers between Kobe and Tientsin is now giving great satisfaction to foreign travellers, and makes the trip in practically the same time as the train, and at half the cost. To catch one of these fast boats may necessitate one or two days' wait in Kobe.

An Alternative Route

An alternative route from Vladivostok to North China is by a Japanese line of small steamers running down the east coast of Korea and touching at Neishin and Gensan, with both of which there is rail connection with Seoul, through which run the regular trains between Tokyo and Peking. The Neishin-Gensan-Seoul line is newly opened, and the steamers have little accommodation and do not sail regularly. If connections were available without delay the journey to Peking could be shortened by two days and much expense saved. For men travelling alone this route is well worth trying.

CHILD RECALLS FORMER LIFE

ASTOUNDING STORY FROM INDIA

PARENTS MYSTIFIED

Calcutta, Jan. 21.

An astounding story of a child remembering his past life on earth is reported by the Allahabad correspondent of the Calcutta Statesman. The correspondent obtained details of the extraordinary affair from Pandit Ram Gopal Misra, Deputy Collector of Gorakhpur, who verified the facts.

The child, a boy aged three, is the son of Ram Charan Mahajan, Kaurari Village, in Mainpuri District, United Provinces. About three months ago, the boy suddenly began to show a great desire to leave his home, and several times he was found walking on the road at some distance from his parents' house.

Asked where he was going, he invariably replied that he was Gopi, a bania of a neighbouring village called Pharha, and was returning there. His parents were even more mystified, says the Pandit, when the child related that Gopi the bania was taking out some coloured powder from his shop for a customer when a snake bit him on his hand, as the result of which he died.

The child is said to have add-

ed that he had left a wife, son and daughter at Pharha, as well as some treasure buried under his house.

The strangest part of the story is that a "bania" named Gopi actually did die from snake bite about four years ago at Pharha leaving a widow, son and daughter.

Consequently when news of the peculiar behaviour of Ram Charan's son reached there, the bania's widow hastened to Kaurari Village, where she and her children were identified by the boy who insisted on returning with the widow to her home. The widow, who was amazed by the child's actions, besought his parents to let him go with her.

The accuracy of the boy's statement regarding the buried treasure could not be tested as the house mentioned by him had been sold.

"However," says the Pandit, "it is reported that the present owner of that house who was very poor before Gopi's death has suddenly grown rich."

DANISH CROWN PRINCE

The H.H. Prince arrived in Singapore on February 3 with the Crown Prince of Denmark and party. A banquet was given by the Danish community of Malaya at the Europe Hotel.

Wedding Unites Two Royal Houses



Representatives of European royalty participated in all the pomp and splendour which marked the union of Princess Marie-José of Belgium and Prince Humberto of Italy. (Upper row) King George was represented by H.R.H. the Duke of York, who was the guest of the British Ambassador to Italy. Prince Leopold of Belgium and Princess Marie of Italy, the bridegroom. (Centre) The bride's father and mother, the King and Queen of Belgium; Prince Humberto, Crown Prince of Italy, the bridegroom. (Centre) The King of Italy, Cardinal-Maffi, Archbishop of Pisa, who officiated at the ceremony. The Queen of Italy. (Lower) The Royal Palace of the House of Savoy, showing some of the vast crowds which assembled recently welcoming home their Crown Prince from his visit to Brussels.

All the pomp and circumstance of the old world were present at the ceremonies which gave Italy a Crown Prince in the person of attractive Princess Marie-José, daughter of the King and Queen of the Belgians. The ceremony took place in the

beautiful Pauline Chapel, and Cardinal Maffi, Archbishop of Pisa, who is a friend of the bridegroom, officiated. Assisted by his heraldic drumming clerks, for her wedding to Prince Humberto, the Belgian Queen wore a magnificent wedding dress with a long train of white velvet bordered with ermine. Her veil was of velveteen.

Lago was an important feature of her train, and she was presented with some priceless pieces of the people of Belgium, as well as by personal friends and relatives. The King and Queen of the Belgians; the Duke, Prince Leopold and Charles, and the Princess Astrid.

SULTANS' QUARREL IN SUMATRA

LIGHT CUT OFF AT WEDDING FEAST

REMARKABLE MARRIAGE

Medan, Jan. 27.

The inhabitants of Tandjung Poera (on the East Coast of Sumatra) witnessed this week the marriage of Sjarif Hasjin Abdul Djallil Sjafoedin, Sultan of Siak, to the daughter of Tengke Pangeran Emboeneng of Langkat, the sister of his late consort, writes the Straits Times correspondent.

It was a remarkable marriage and I shall never forget the strange impression I received, when I was introduced to the bridegroom, the Sultan of Siak, who appeared to be extremely worried.

Later I understood the reason for his distress—a bitter controversy had arisen over his marriage, between the Sultan of Siak and the Sultan of Langkat, the latter the uncle of the bride and a very rich and powerful man on the East Coast of Sumatra.

I wondered at the time why only gasoline lamps were burning while everywhere in the palace electric lamps could be seen but it was later revealed that the Sultan of Langkat had ordered the supply of current to be cut off, because the power station is his property.

A Question of Prestige

One of the princes told me that the difference had arisen over a question of prestige. The Sultan of Langkat is of the opinion that the Sultan of Siak must visit him first, and the Sultan of Siak declines, because his "empire" is older than that of Langkat. The Dutch Government's officials when they came here first, some sixty years ago, negotiated only with the Sultan of Siak.

At the feast there were only a few distinguished guests. The Sultan of Langkat had given notice to his officials and other people that if they participated in the festival, they would no longer be received at his Court. There was not even a priest in Tandjung Poera, who would officiate at the marriage, and the Sultan of Siak had to employ his own teacher of religion. There were no Dutch officials but this was because the feast was not of an official nature.

The Sultans have a political treaty with the Dutch Government, that they will live in peace and friendship together, and one of the princes told me, that this means a breach of the treaty.

Labour Inspection Conference

Some time ago, a planter from Sumatra in a letter to the Straits Times made a complaint relating to the methods of labour inspection. His objection was that the planter in Sumatra is burdened with regulations, which are of no use to the coolies and make conditions rather worse than better. Since then more attention has been paid to this subject and a considerable improvement in labour inspection has been made.

Employers and employees on the east coast of Sumatra were invited to Batavia to a conference with the Chief of the Labour Office and some of the leading labour inspectors, to discuss the various possibilities of co-operation. This conference has been very successful, for it was generally recognised that an understanding must be reached. The Labour Office laid much stress on the fact that there was no foundation for the belief of unbridgeable differences between the employers' interests and labour inspection, and the employers declared that they would be glad to co-operate if some basis could be found.

Important Changes

One of the most important changes is that in future the inspections will be announced 24 hours beforehand, except for those estates which are suspected for one or another reason. The custom of allowing native interpreters to go around independently to collect complaints from the coolies, which in the past has been detrimental to discipline on the estates, has been abolished. In future, if a coolie complains to the labour inspector, he will be referred to the assistant concerned and if at the next inspection, it is found that the coolie has not obtained his rights further steps will be taken.

Also in other respects the goodwill of the Labour Office has become evident. It was promised that the recruiting of labour inspectors would be fully reconsidered. Formerly these posts were largely reserved for retired army and navy captains with very little idea of labour problems, but in future, only those with a good preliminary training in this class of work will be employed.

The new instructions have been circulated and the planters' associations have also sent notices to their members that the relations with the Labour Office are on a new footing.

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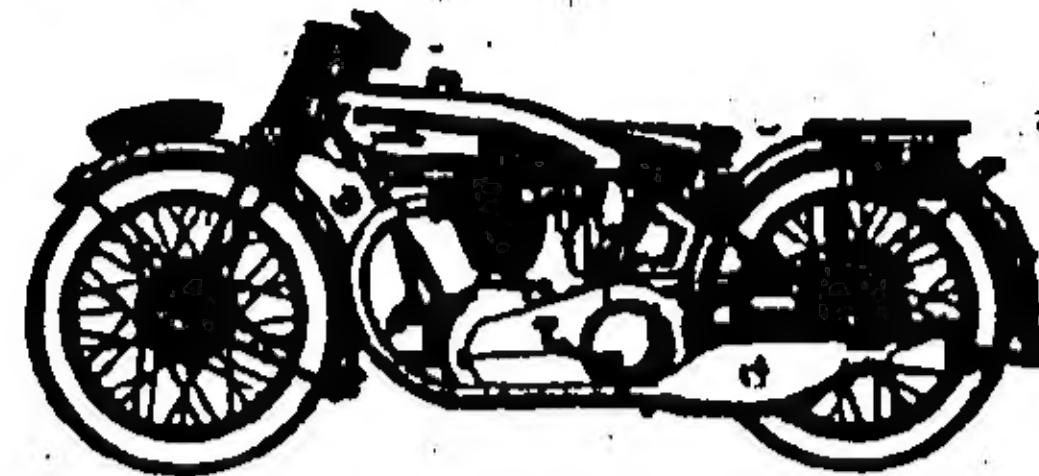
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THE MOTORISTS' PAGE

FIRST IN HONG KONG

"1930" BRITISH MOTOR CYCLES



NORTON

MODEL NO. 18 4.90 H.P.

"Unapproachable" as the machines have proved in the past, 1930 witnesses an even finer production in NORTON. Many important improvements are embodied in the new NORTON designs, including enclosed valve gear mechanism and push rods, detachable cover for Rocker Box, improved arrangement of cylinder head layout, efficient silencer, and Chromium plating.

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AGE OF SPEED

Met by New Willys Six Car

This is an age of speed. To-day more than ever before time is at a premium. We see things done more quickly to-day than ever before. Buildings are thrown up almost overnight. Business is transacted rapidly. Every one has a great deal to do and not enough time in which to do it.

This widespread desire for speed is nowhere better reflected than in the manner in which automobile manufacturers have been forced to build speed and power into their products to meet a pressing demand from the public. Heretofore, speed was available in motor cars of high price. To-day every automobile, regardless of price, must be able to demonstrate speed and power if it is to satisfy the public.

The Willys-Overland Company has taken heed of this nationwide demand for speed. Our new Willys Six has had built into it an exceptional power plant. Its engine has been designed by engineers who were vitally impressed with the fact that their efforts must produce an automobile which would give high speeds at low operating costs.

Once it sufficed for a manufacturer of a car in the price range of the new Willys Six to build an automobile with a top speed of 55 miles an hour. The new Willys Six will do 72 miles per hour. In tests it has gone hour after hour on all types of roads at 50 to 60 miles per hour. This is what aviation manufacturers term a cruising speed. It's a good term for the Willys Six, too. It cruises along at this fast pace without labouring, without noise, and with surprising ease and comfort.

Beauty of Line

Willys-Overland engineers in turning out the new Willys Six took into account the fact that the motor buying public wants beauty of line, smart finishings, adequate fittings and equipment with roomy interiors, but more than anything else, it wants a car with a power plant which will give it speed, real power, instantly available, and durability.

The automobile manufacturers are doing their part in supplying rapid transportation to the public. However, speedy care will be useless if they are forced to travel great distances on badly congested highways with frequent intersections at which they must slow down or stop. The next step and the present greatest need, therefore, is the establishment of a comprehensive, nationwide system of adequate express highways.

These highways must have at least three lanes of traffic in each direction. They must be, in effect, super-highways. They must be more than a mere twenty or thirty or even fifty miles long. They must bridge states and span vast distances, if they are to be effective and meet modern demands. There is no reason why they cannot be built around large centres and big cities, rather than through them. It really behoves our citizens, our municipal, state and Federal officials and interested civic and trade bodies to get eagerly and actively behind a movement which will have as its primary aim the completion of such a network of superhighways.

NEW OIL FOR OLD!

"A few days ago," writes "Focus" in The Light Car and Cyclocar, "a man who takes a great interest in heavy-oil engines" told me that "it was quite possible to run some types on waste lubricating oil from car sumps. He has since made a number of inquiries amongst experts and I hear that there are actually many engines which are, at the moment, running on sump drainings and which are giving entirely satisfactory results."

"The development is distinctly interesting because the disposal of waste oil from car engines has always been a problem to garages, whilst I feel sure I am not alone amongst owner-drivers in having some difficulty in disposing of it. Maybe now that its possibilities as a useful fuel are demonstrable the time will come when garages will give us a discount of, say, 5d off a gallon of new oil when they recharge our sumps if we allow them to retain the old lubricant."

MOTOR CYCLING

Possibilities in China

The motor-cycle and cycle industry is so closely allied to the motor industry that in many cases its production is carried on by the same firms and in the same works. Its activities are nevertheless sufficiently distinct to make it necessary to deal with its position and prospects separately. Within the industry a further sub-division is necessary into (a) motor-cycle and (b) cycle, since the circumstances of these two branches are often widely different.

The production of motor-cycles in recent years is estimated as follows by the British Cycle and Motor-Cycle Manufacturers' and Traders' Union, Limited:

1907	3,800
1919	65,000
1920	100,000
1921	80,000
1922	60,000
1923	80,000
1924	110,000
1925	120,000
1926	140,000
1927	162,000
1928	144,000
1929	146,000

The figure for the year 1929 must be accepted with considerable reserve, more especially in view of the record-breaking year enjoyed by this industry in the export field. It is probable that when the final results are known this estimate will be substantially exceeded. Last year it was stated that the British industry might be expected to go on from strength to strength in the export of completed machines and parts. The actual fact has exceeded the most sanguine expectations, no fewer than 42,000 motor-cycles having been exported in the first six months of 1929 as compared with 50,000 in the whole of 1928.

Excellence of Product

These very remarkable results have been obtained by the excellence of the product and of the organisation of the industry. Even in the United States the British motor-cycle is in demand, and its dominance has been demonstrated in almost every market. The most outstanding increase in British exports in 1929 was to Australia, New Zealand, India, Austria, Czechoslovakia and Denmark. So far as imports are concerned these are now almost negligible.

The production of pedal cycles continues to show a satisfactory increase. According to the estimate of the British Cycle and Motor-Cycle Manufacturers' and Traders' Union, Limited, figures of production in recent years have been as follows:

1925	643,000
1926	680,000
1927	680,000
1928	750,000
1929	820,000

Rapid as this increase has been, the volume of British production is only half that of Germany and Japan, and roughly three-quarters that of France. Nevertheless, the enterprise of British manufacturers has made the export figures for 1929 a record in this industry, both in numbers of machines and value of exports.

The most important single market contributing to this excellent result has been British India, though the potential demand is as yet barely scratched. In a country of such enormous population, and possessing a reasonable road system. The possibilities of China in the future are even greater if a period of peaceful development should supervene, and the opportunity afforded by the demobilisation of her various armies were to be taken to carry out a big scheme of road construction, as has been seriously advocated. At present the estimated number of cycles in China is only 18,000 for a population of 500,000,000. On the other hand, it must be expected that the proximity of the important manufacturing industry of Japan would provide fierce competition.—Engineering.

A sweeping statement, an all-embracing generality, is either wholly right or at least partly wrong. Always view it with suspicion, whether it is our own or the other fellow's.

We never use one unless we can prove it wholly right beyond all doubt.

The NEW MOBIL-OIL is, regardless of initial cost, the most efficient and economical motorcar engine lubricating oil yet produced—a sweeping statement we can prove wholly right beyond all doubt.

HOW?

A trial of the particular grade recommended for your car is all that is necessary—but first remove the old oil while the engine is hot.

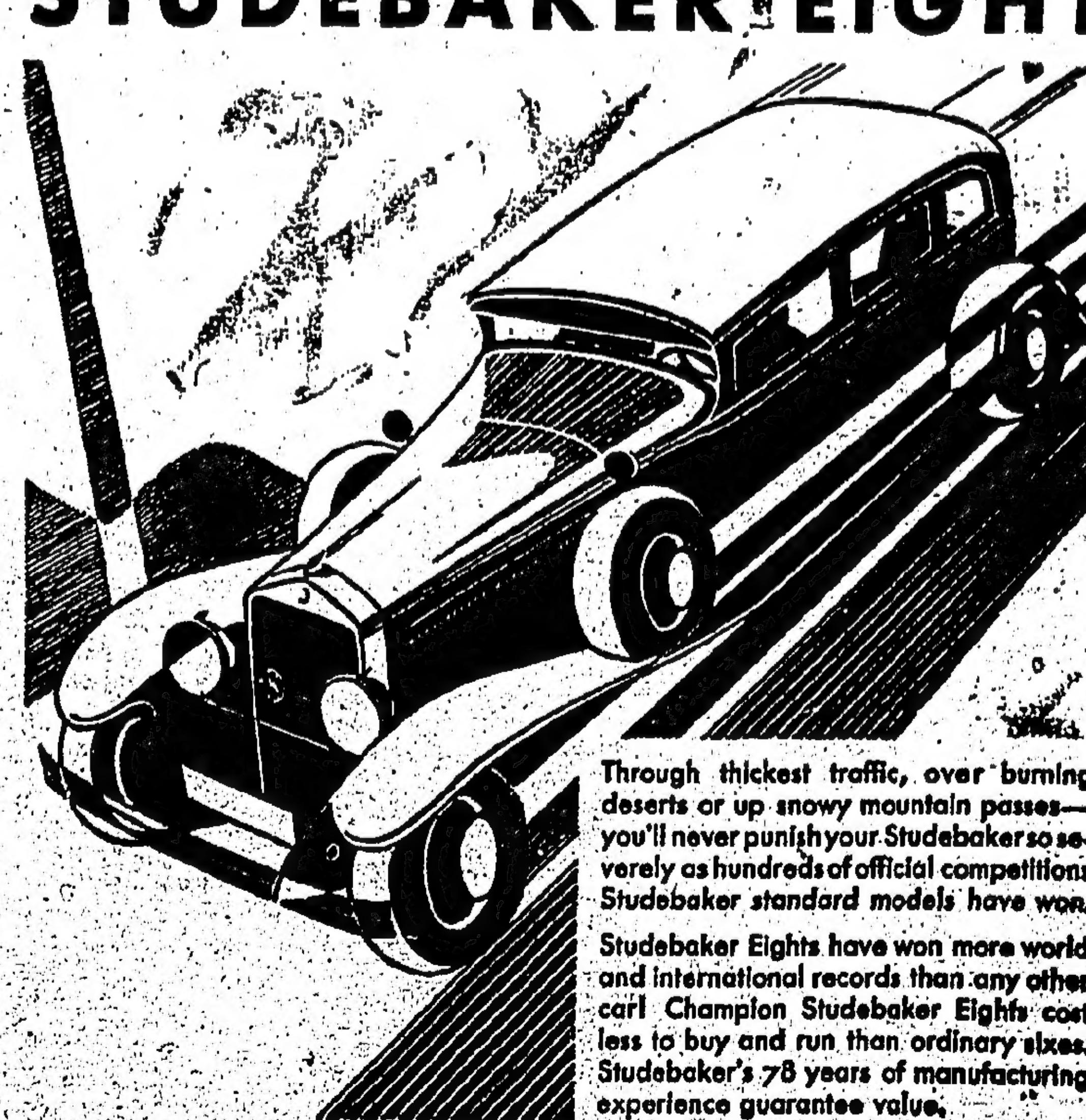
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RIDE MORE SERENE IN A

STUDEBAKER EIGHT



Through thickest traffic, over burning deserts or up snowy mountain passes—you'll never punish your Studebaker so severely as hundreds of official competitions. Studebaker standard models have won Studebaker Eights have won more world and international records than any other car. Champion Studebaker Eights cost less to buy and run than ordinary sixes. Studebaker's 78 years of manufacturing experience guarantee value.

Prices range from H.K.\$3,270 to H.K.\$8,130

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Advertise in
THE "CHINA MAIL" MOTORISTS PAGE.
Read every week by the buying public.

NEW DESIGN

The Latest Erskine Six Increased Power

A new Erskine Six of completely new design and of greatly increased power is announced by The Studebaker Pierce-Arrow Export Corporation. The new car is known as the Dynamic New Erskine "because of its dynamic appearance, power and performance, symbolising the forceful trend in present day living." According to Studebaker, the new Erskine has more power per pound of weight than any other car of its price. The new Erskine engine is of Studebaker design and manufacture.

The Dynamic New Erskine is offered in seven body types. All reflect the general characteristics of the Studebaker Dictator introduced mid-year of 1929, and are marked by smart new colours authoritative of the latest vogue.

Bodies Roomy

Mounted on a wheelbase of 114 inches, the new bodies are exceptionally roomy and are finished inside and out with a fine regard to detail. Extremely low and graceful lines have been achieved through the adoption of double drop frame construction, which also tends to give the cars an even lower centre of gravity for increased safety and roadability.

Clear vision bodies of welded steel over a selected hard-wood foundation are of Studebaker's own design and manufacture.

The complete model range includes a 5-passenger 4-door sedan with wire wheels, 5-passenger sedan with wood wheels, 5-

passenger club sedan, 5-passenger regal landau, 2-passenger business coupe, 4-passenger coupe with dickey seat, and a 5-passenger tourer. Seats for the business coupe and tourer which are finished in leather, upholstery is in cloth. Extra wheels in front mudguard wells and a folding luggage grid are standard equipment on the regal sedan and landau. These deluxe models have six wire wheels with extra large chrome plated hub caps.

Distinctive Treatment

Sweeping body lines are emphasised by the skilful use of tri-lateral belt mouldings—new and distinctive treatment of design originated by Studebaker artists and by gracefully curved windscreen pillars topped by a smart polo cap visor. Wide crown mudguards hang low over the wheels, flanking chrome plated head lamps, and a deep, narrow radiator. Headlamps, of the Tilt Ray type for added convenience and safety, are controlled by switch on the steering wheel. All exterior bright work parts are finished in tarnish-proof chromium.

Every detail of interior finish reflects the fine car quality made possible by Studebaker's huge manufacturing facilities.

Seats are wide, deeply padded over coil springs, and scientifically shaped to provide utmost riding comfort. Comfortable arm rests flank rear seats of sedans, club sedan and landau. Ample leg room in rear seats is provided. Silken shades at back and rear quarter windows, as well as dome lamp, heavy tonneau carpet and polished robe and foot rails are provided in the sedan. British type storm

curtains on the tourer may be left in upright position with hood lowered thus serving as a wind break. A curtain compartment is located directly back of the rear seat back in the tourer.

Front seat steering column are adjustable to the driver's convenience and foot pedals are fitted with heavy rubber pads. Steering wheel is of the Husted steel-cored, safety type with comfortable thin grip. Windscreens are full ventilating and are adjustable over a range of 9 inches. Additional ventilation is provided by a cowl ventilator on all models. The windscreen wiper is automatic with concealed mechanism.

The Fittings

Fittings include rear vision mirror; electric locks to ignition—operated by the same key operating doors in closed models, tyre lock on Regal models and rear deck lock on coupes—rear traffic signal lamp combining stop and tail lamp in one compact unit; commodious cowl pockets protected by quick-snap flaps; and the usual instruments including 80-mile-an-hour speedometer, hydrostatic petrol gauge, oil pressure gauge, ammeter and engine thermometer, grouped under glass and indirectly illuminated.

The new Erskines are notable for their brilliant performance, fine roadability and thrifty operating cost. Tests at Studebaker's Proving Ground and on the highways have shown the new car to be a worthy product of the engineering skill which developed such outstanding champions as the great Studebaker President, The Commander and The Dictator.

The new Erskine's power plant is of Studebaker design and manufacture throughout. It is a six cylinder L-head type motor, cast en bloc, with fully machined dome shaped combustion chambers, developing 70 brake horsepower at 3,200 r.p.m. Engine head is removable. Bore and stroke are 3½ by 4½ inches, with a piston displacement of 205 cubic inches. H.A.C. rating is 25.4 horsepower.

Pistons are cast iron with three compression rings above the piston pin and one oil control ring. Connecting rods are 10¼ inches long, dropped forged from selected steel. Shimless bearings are babbitted direct to steel. Both pistons and connecting rods are matched in sets for perfect balance.

Motor Smoothness

Heavy drop-forged counterweighted crankshaft is supported in four main bearings, and statically and dynamically balanced. Crankshaft is drilled for passage of oil to bearings. The front end is fitted with a Lancashire vibration damper which, with the rigid crankshaft design and perfect balance of reciprocal parts, produces exceptional motor smoothness through the entire speed range. The engine is also mounted on rubber which provides a cushion to minimize the transfer of vibration from motor to body and frame.

Camshaft, mounted in four large steel-backed, babbit-lined bearings, is driven by adjustable silent chain drive. Valves, chrome nickel steel for intake and silchrome steel for exhaust, are operated by mushroom type pushrods and cooled by ample water passage.

One of the outstanding improvements on the Dynamic New Erskine is the new Burgess acoustic silencer which absorbs sound waves without offering any obstacle to passage of exhaust gases. Back pressure on engine is thereby eliminated with no horsepower lost as with the conventional silencer.

Lubrication is by full pressure feed to main, connecting rod and camshaft bearings from gear type pump with screen filter. All points in the motor are lubricated simultaneously. As in other Studebaker engines oil need only be changed at 2,500-mile intervals after 1,000 miles of operation. Oil is kept clean and efficient by an oil filter and pump ventilating system.

No Overclocking

Schebler single tube 1½ inch carburetor is equipped with the same spring loaded semi-automatic type of choke developed on other cars of the Studebaker line.

It eliminates overclocking in cold weather operation. Manifold heating is controlled for seasonal variation in temperature.

Delco-Remy ignition system is used. Distributor is mounted on the right side of the motor and driven by an auxiliary shaft.

Distributor-head and spark plug wires are waterproofed with rubber caps. Current is supplied by generator and 90 ampere hour Willard battery.

Starter is the Delco-Remy type with Bixell drive. Pull button to start engine is located on facia.

A fuel pump supplies petrol to carburetor through filter from 1½ imperial gallon tank in rear.

Hydrostatic fuel gauge is mounted on the facia. Cooling system has centrifugal water pump, mounted on right side of cylinder block and driven by an auxiliary shaft. The tubular radiator is cooled by a four blade fan mounted on an adjustable bracket.

Thermostatic control unit in cylinder head retards water flow until motor has reached warm running temperature. Capacity

2½ Imperial gallons. Pump keeps water in constant motion circulating 31 Imperial gallons per minute at 40 miles per hour.

Ample Factor of Safety

The improved single plate dry disc clutch is equipped with torsional damper which suppresses vibration and aids in smooth clutch engagement. Gearbox, in the same unit with clutch and motor, has three forward speeds and one reverse. It is designed with an ample factor of safety and is quiet, durable and easy to operate. Main shaft is mounted on ball bearings. Counter shaft gears are forged integrally. Shafts and gears are special alloy steel.

Rear axle is semi-floating with Chrome Molybdenum steel shafts and spiral bevel gear final drive. Timken roller bearings are used at 6 points. Minimum road clearance is 8¾ inches. Housing is made from one piece of seamless steel tubing, exceptionally rigid to ensure quietness. Hotchkiss drive is used with balanced tubular propeller shaft.

Front and rear springs are semi-elliptic and are equipped with self-adjusting spring shackles. Front springs are 36 inches long and 1½ inches wide; rear springs, 64 inches long and 1½ inches wide. Spring action is controlled by Lovejoy hydraulic shock absorbers, front and rear.

Easy brake action, providing double the margin of safety required by standard codes, has been obtained with mechanical four wheel brakes of internal expanding type. Cable control eliminates rattling of rods. Brake drums are 12 inches in diameter, 1½ inches wide. Total surface of brake drums is 226 square inches.

Steering is by Ross cam and lever gear, with 15 to 1 ratio. Timken roller bearings in king pins add to ease of steering.

Frame is of double drop design of heavy channel section pressed steel. Side members are 5½ inches deep, with flanges 2 inches wide. Four point motor suspension and strongly braced cross members give exceptional rigidity. Mountings for bumpers are incorporated in frame design. Timken roller bearings are used at all vital points in the chassis.

Wheels are fitted with 5.25 x 19 inches balloon tyres with an actual outside diameter of 30½ inches. Ten spoke heavy artillery wood wheels are standard on all models except closed Regal models and Landau, which are equipped with six wire wheels. Wire wheels are available on other models at extra cost.

"KEEP TO THE LEFT!"

How Offenders Would Benefit

"It would be no exaggeration to state," says the Light Car and Cyclecar, "that not half the number of present-day road users make sufficient effort to keep to the proper side of the road. In towns and along main roads in all parts of the country cars, horse-drawn vehicles and cycles are to be seen occupying a great deal more than their fair share of the road, thus interfering with the progress of others and making inevitably congested conditions much more troublesome and irritating than they need be. If the offenders would heed the acknowledged rule of the road and 'Keep to the Left,' they themselves would benefit in company with all other traffic."

"For the tendency for so many drivers to follow a course too far from the kerb our modern wide arterial roads are no doubt largely to blame. They have had the same effect in the United States and the authorities have counteracted it in some districts by the use of continuous white lines even along straight sections. A similar plan will have to be adopted in Britain if drivers cannot school themselves to keep to the left. That it would be helpful is evidenced by the frequent occasions on arterial roads when drivers are seen to have but a very poor idea of the width of their cars; novices are not always the worst offenders in this respect."

ALL KIND OF CAR REPAIRS.

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The New **BUICK**

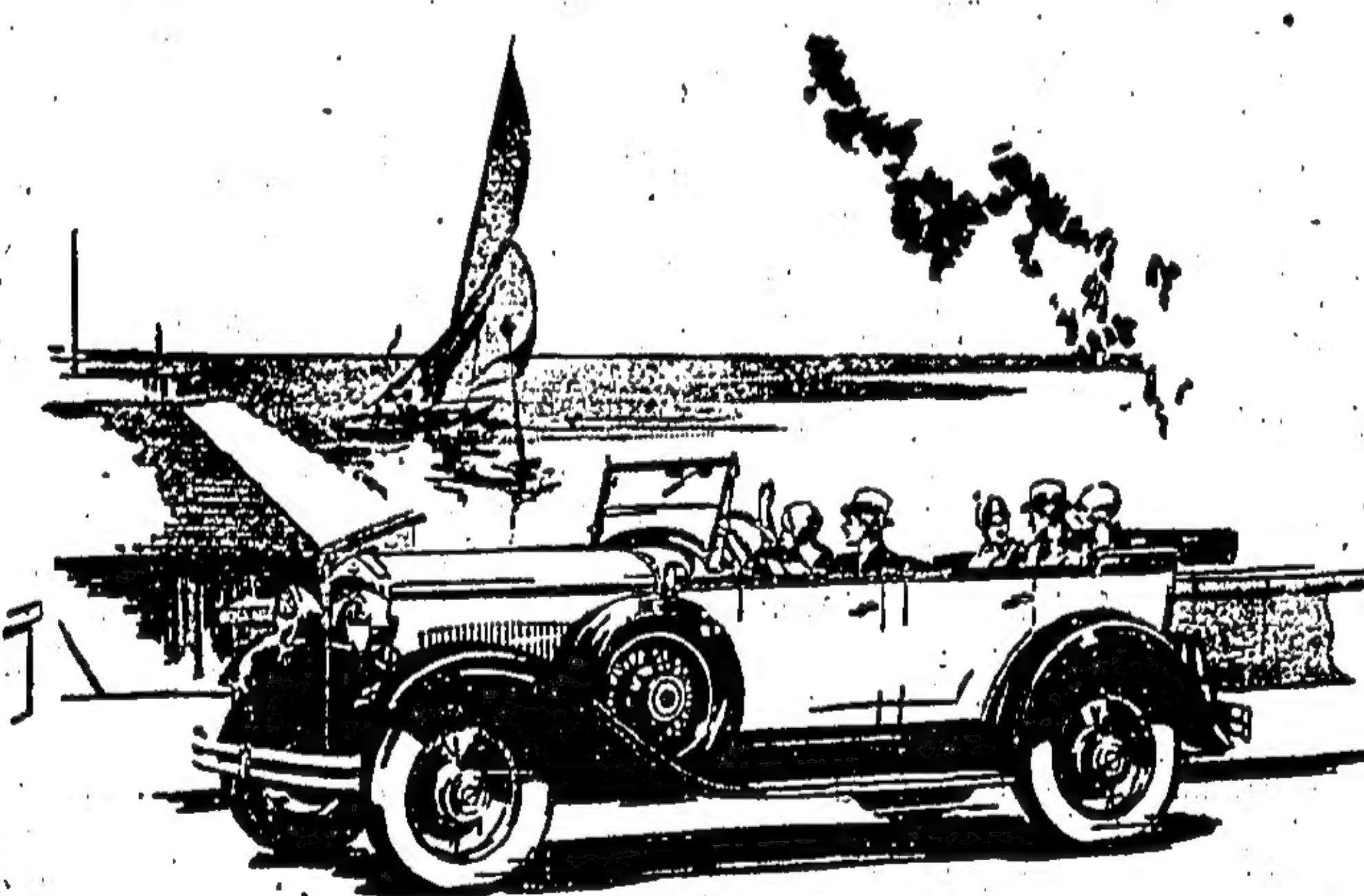
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Telephone Central 1246 or 1247.

33 WONG NEI CHUNG ROAD, HAPPY VALLEY.



Strong with the strength of steel

 Beneath the beauty of the Dodge Six is strength—the resilient strength that is inherent in steel. Under the sparkling finish and the luxurious upholstery is the all-metal Mono-Piece Body, welded so that it is virtually one piece of steel, anchored inflexibly to the chassis. Elimination of body sills, lowering the center of gravity, and use of a rigid eight-inch frame are factors of safety in this unit construction. Thus is upheld the time-honoured Dodge Brothers reputation for dependability that keeps old friends and that makes new ones for the Dodge Six.

DODGE BROTHERS SIX

CHRYSLER MOTORS PRODUCT

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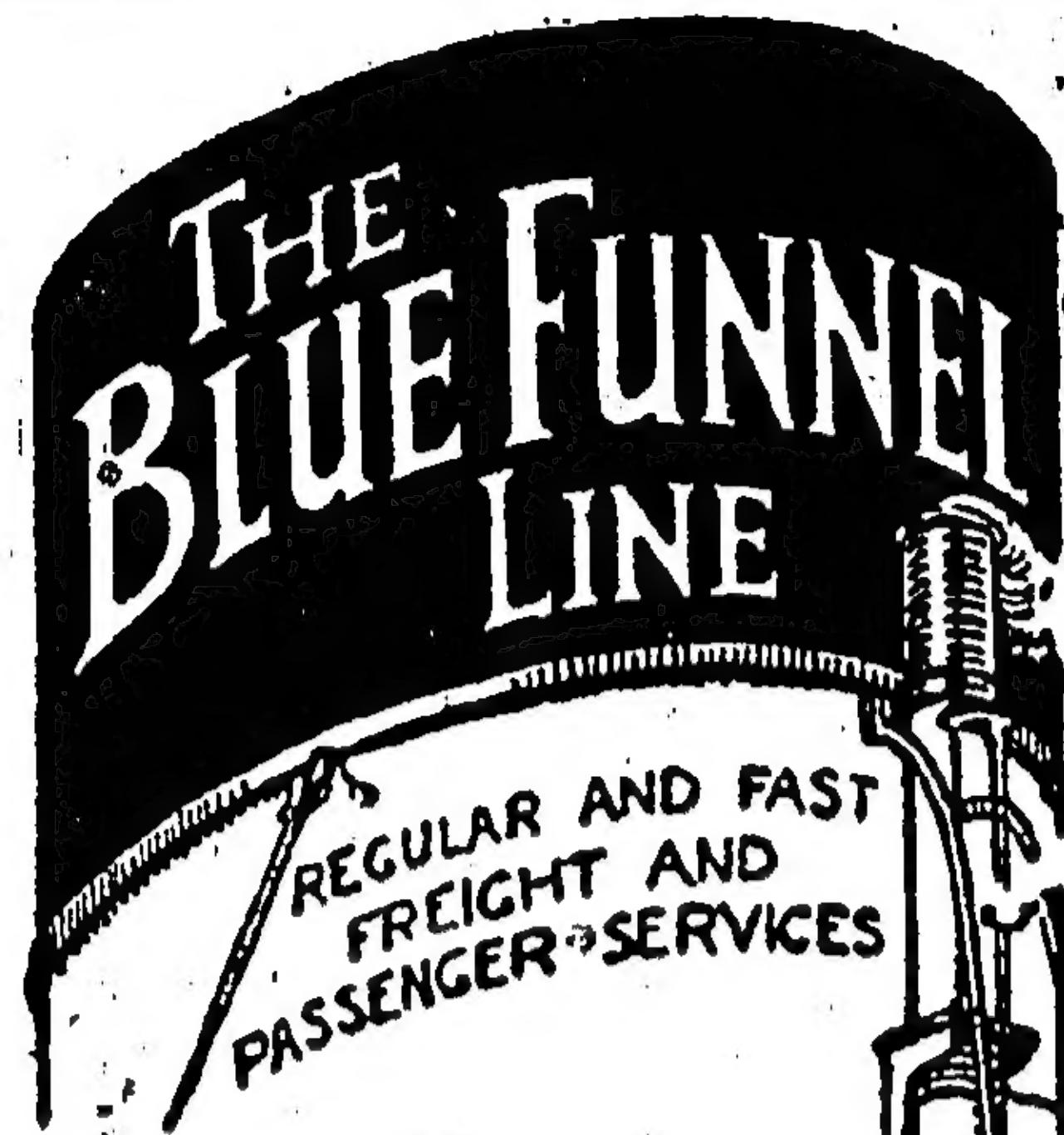
ESTABLISHED 1845

Thursday, March 6, 1930.
Second Moon, 7th Day.

HONG KONG, THURSDAY, MARCH 6, 1930.

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NEW YORK SERVICE.

"NELEUS" 7th Apr. For New York, Boston & Baltimore

PACIFIC SERVICE.

via KOBE & YOKOHAMA
"PROTEUS" 6th Mar. Victoria, Vancouver & Seattle
"TALYTHUS" 29th Mar. Victoria, Vancouver & Seattle

INWARD SERVICE.

"CALIGAS" Due 14th Mar. For Shai, Moi, Kobe & Y'hama
"AJAX" Due 21st Mar. For Shai, Moi, Kobe & Y'hama

PASSENGER SERVICE TO SHANGHAI.

"SARPEDON" sails 7th Mar. at 5 p.m.
Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates and information apply to:
Butterfield & Swire,
Agents.

POST OFFICE NOTICE.

It is notified for information that with effect from February 26 the local currency for radio telegrams to the countries named below will be increased as shown:

Indo-China	\$0.65
Siam	\$0.90
Netherlands East Indies	\$1.10

List of vessels to be expected in wireless communication with Hong Kong Radio to-day:—Suez Maru, Philoctetes, Silver Palm, Antung, Liangchow, Chinhua, Takada, Kine Maru, Glenlucie, Yingchow, Kutsang, Ganges Maru, Hellikon, Empress of Asia, Flingal, Apoey, Franken, Rangoon Maru, Fudia, Esquino, Kwangtung, and Kaying.

INWARD MAILS

From	To	Per
FRIDAY, MARCH 7.		
Japan, Shanghai and Europe via Siberia		
(London, February 15)	Haruna Maru	
Japan and Shanghai	Kashmir	
SUNDAY, MARCH 9.		
Manila	President Pierce	
Canada (Victoria, B.C., Feb. 15), U.S.A.		
Honolulu, Japan and Shanghai	Empress of Canada	
(Ship due on March 9, 5 p.m.)		
MONDAY, MARCH 10.		
Australia and Manila	St. Albans	
Europe via Negapatam (Letters & Papers,		
London, February 6)	Afrika	
U.S.A. (San Francisco, Feb. 14), Honolulu,		
Japan and Shanghai	President Jackson	
TUESDAY, MARCH 11.		
Australia and Manila	Tai Ping	

OUTWARD MAILS

For	To	Per
THURSDAY, MARCH 6.		
Sam Shui and Wuchow	Fook On	4 p.m.
Haliphong	G. G. Malin	4.30 p.m.
Saigon	Ichang	5 p.m.
FRIDAY, MARCH 7.		
Hoioh, Pakhoi and Haliphong	Menado Maru	8.30 a.m.
Wei Hoi Wei via Swatow	Kueichow	9.30 a.m.
Swatow, Anoy and Foochow	Hal Ching	1 p.m.
Shanghai, Dainy and "Europe via Siberia	Sarpedon	3.30 p.m.
Saigon	Telemachus	3.30 p.m.
Tourane	Chung Kong	4.30 p.m.
"Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, "Egypt and "Europe via Marseilles	Haruna Maru	
	(Due Marseilles, April 6)	
K.P.O.	G.P.O.	
Registration Mar. 7, 4.30 p.m.	Registration Mar. 8, 8.45 a.m.	
Letters Mar. 8, 9 a.m.	Letters 8.30 a.m.	
SATURDAY, MARCH 8.		
Australia (except places North of Brisbane), and New Zealand via Singapore and Brisbane	Kashmir, connections with a.s. Nieuw Holland at Singapore (Due Brisbane, April 1)	
Registration Mar. 8, 9 a.m.	Letters 10.30 a.m.	

* Subscribed correspondents only.

Printed and published for the Proprietors, The Newpaper Company Limited by DAVID CHRISTIAN, WILSON, McNaughton Street, Hong Kong.

JAPAN PROTESTS AT COTTON TARIFF

SERIOUS BLOW TO JAPANESE COTTON TRADE

MAY IMPAIR RELATIONS

Tokyo, Yesterday. Although the Government does not appear to contemplate a formal protest, it is reliably learned that Mr. Matsudaira has been instructed to make representations to London concerning the proposed raising of the cotton tariff in India, pointing out, inter alia, that India took 48 per cent. of Japan's cotton textile exports last year, while Japan for the past 20 years took one third of India's raw cotton exports. It is feared, therefore, that the tariff, if imposed, will strike a serious blow to Japan's cotton trade, and, at the same time, serve to impair the friendly relations between Britain and Japan.—Reuter.

BRITAIN'S AIR BASE

Aerodrome to Be Built Nearer London?

Rugby, Yesterday. Mr. F. Montague, Under-Secretary for Air, was asked in the House of Commons whether he had considered any scheme for Central aerodrome for London nearer the heart of the city than Croydon. He replied that the matter had been considered by the Civil Aviation Board. On their recommendation, Croydon Aerodrome was retained as the London terminal aerodrome and enlarged and improved. His Department was giving careful consideration to this difficult problem.—British Wireless Service.

They all pleaded "guilty," and were fined \$15, or two weeks' hard labour.

PUBLIC TO BE KEPT IN THE DARK

REPORT ON 'RED' PERSECUTION NOT TO BE PUBLISHED

UNDESIRABLE PRECEDENT

London, Yesterday. In the House of Commons at question time, Mr. Arthur Henderson replied that he had decided not to publish the report of the British Ambassador in connection with the religious persecution in Russia, as publication would create an undesirable precedent and would not be in the interests of the public service. He would, however, publish a translation of the Soviet decree regulating the practice of religion in Russia.—Reuter.

Baptists in Russia

Rugby, Yesterday.

Mr. Henderson emphasised that he was making all the inquiries in his power. Replying to a further question, he said that he had received from the Secretary of the Baptist World Alliance particulars regarding eleven Russian Baptists reported to be exiled or imprisoned in the Soviet Union. He was at present making inquiries into this matter.—British Wireless Service.

A HARBOUR OFFENCE

Charged with making fast their cargo boats to the ss. Franken, whilst she was under way in Victoria Harbour, without the permission of the master, or of the officer in charge, eleven Chinese women appeared before Comdr. G. F. Hole at the Marine Court this morning.

They all pleaded "guilty," and were fined \$15, or two weeks' hard labour.

GENERAL SHOT BY SENTRY

ESTHONIAN TOWN UPSET BY FALSE ALARM

CHALLENGE DISREGARDED

Riga, Yesterday. General Tirvand, chief of the Estonian General Staff, was severely wounded and his aide-de-camp, Major Ibrut, killed by an over-zealous sentry, Reval, whose challenge they disregarded. The whole town was roused in the early hours by sirens, church bells and, apparently, rifle fire in the centre of the town. The panic was increased by the fact that nobody was able to discover the cause, as all telephones were cut off action. Within ten minutes of the alarm every street corner was occupied by members of the Defence Force. It transpired that the alarms were merely intended to test their efficiency. The sentry who fired on General Tirvand and Major Ibrut, apparently had not been warned, and took the alarm seriously.—Reuter.

RUBBER TAPPING

Many Producers in Agreement

Amsterdam, Yesterday. No further meetings of international rubber interests are expected. Some Dutch producers have asked for a postponement to date from March 5, whereby the approval or disapproval of the proposal to suspend tapping in May may be notified by those who were absent or unable to vote at the meeting on Feb. 19. The British Committee agreed to a postponement to March 29. It was decided that a joint British and Dutch communiqué should be published then. It is learned that a very large majority of producers has agreed to the decisions made on Feb. 19.—Reuter.

HYDROGRAPHICAL SURVEY

Until further notice a hydrographical survey will be carried on in the harbour.

The survey will be conducted in a series of squares, whose sides will run North and South, East and West. The sides of the squares will be 1,000 feet, except for those squares immediately to the south of Kowloon Point, which will be 500 feet.

The corners of the squares in which work is being carried out, will be marked by sampans flying red flags. Ships approaching should proceed with caution and should endeavour to avoid those squares as much as possible.

Manchester Town Council is to allow sun bathing in one of the city's parks.

AMUSEMENTS

MARY PICKFORD DOUGLAS FAIRBANKS together in AN ADAPTATION OF SHAKESPEARE'S



REVUE
GUS EDWARDS COLOURTONE REVUE
"SONGS OF THE ROSES"

AT THE QUEEN'S FROM TO-DAY
At 2.30, 5.10, 7.15 & 9.20.

JOHN GILBERT and GRETA GARBO in
"LOVE"
AT THE WORLD TO-DAY TO SATURDAY
AT 5.15 & 9.20 ONLY

HOW CROOKED CAN CROOKS BE?
WARNER BROS. PRESENT
MAY McAVOY CONRAD NAGEL CAUGHT IN THE FOG
Initial Showing in Hong Kong

AT THE STAR TO-DAY TO SATURDAY
At 5.30 & 9.20

QUEEN'S NEXT CHANGE
WORDS OF MUSIC
LORI MORAN PATRICIA PERCY
HELEN TWELVETREES, FRANK ALBERTSON, ELIZABETH MITCHELL
DAVID PERCY
SWASHING SWINGING DANCING MUSICAL REVUE

STOP YOUR COLD NOW WITH GUAIACOSE

BAYER

JUST A DISMAL SURPRISE!

Isn't it a horrible thing just as you're about to win the pot with a flush, in pops the wife, prematurely from that visit—that's what a sudden cold is like—just a dismal surprise.

STOP YOUR COLD NOW WITH GUAIACOSE

BAYER

Follies of Youth and the heart of a beautiful star bared in this intimate and realistic drama of Broadway.

TO-DAY TO SATURDAY
at 2.30, 5.30, 7.20 and 9.20 p.m.

Billie Dove
The Heart of a Follies Girl

Book Reservation

4 p.m. G. G. Malin

4.30 p.m. Ichang

5 p.m. Menado Maru

8.30 a.m. Kueichow

9.30 a.m. Hal Ching

1 p.m. Sarpedon

3.30 p.m. Telemachus

3.30 p.m. Chung Kong

4.30 p.m. Haruna Maru

(Due Marseilles, April 6)

8.45 a.m. G.P.O.

Registration Mar. 7, 4.30 p.m.

Letters Mar. 8, 9 a.m.

Letters 8.30 a.m.

SATURDAY, MARCH 8.

Sam Shui and Wuchow

Fook On

4 p.m.

Haliphong

G. G. Malin

4.30 p.m.

Saigon

Ichang

5 p.m.

FRIDAY, MARCH 7.

Hoioh, Pakhoi and Haliphong

Menado Maru

8.30 a.m.

Wei Hoi Wei via Swatow

Kueichow

9.30 a.m.

Swatow, Anoy and Foochow

Hal Ching

1 p.m.

Shanghai, Dainy and "Europe via Siberia

Sarpedon

3.30 p.m.